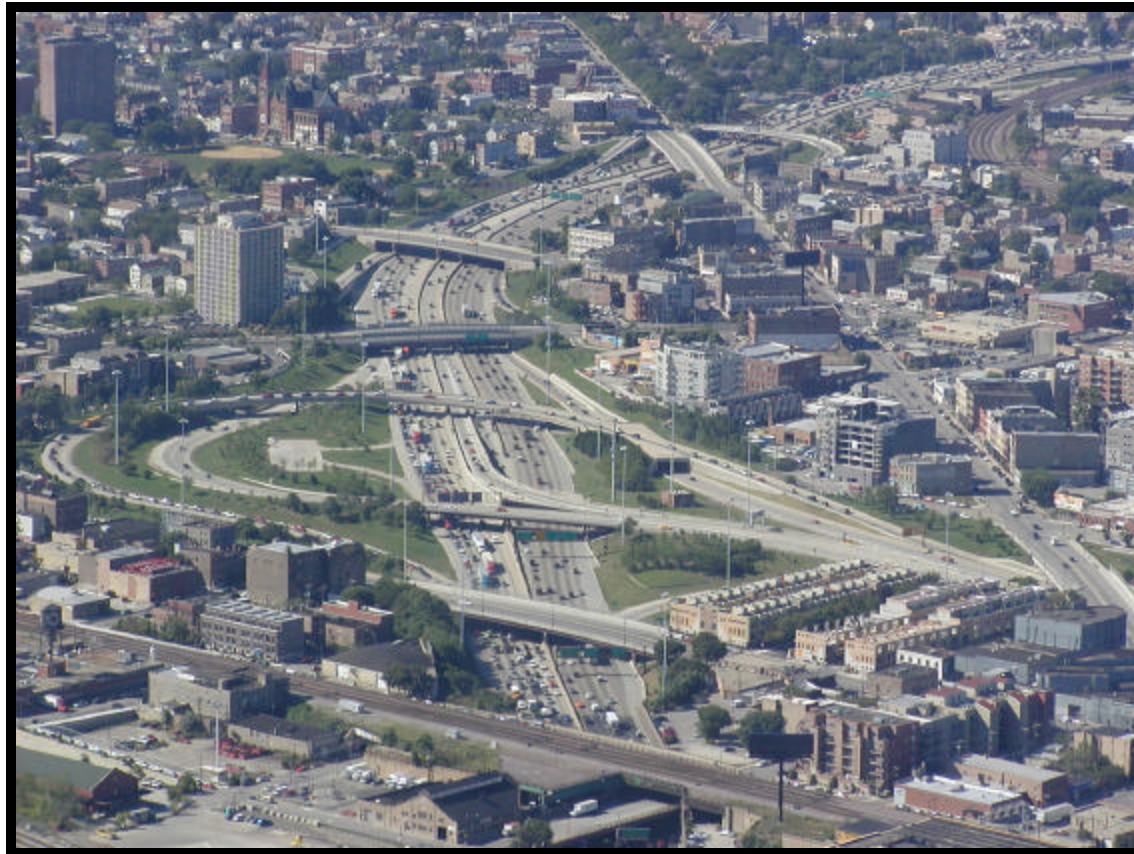
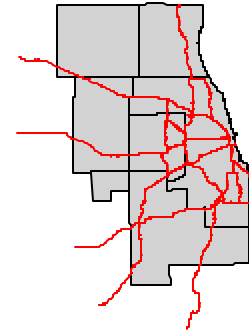




2001

EXPRESSWAY ATLAS

Average Daily Traffic



Chicago Area Transportation Study
300 West Adams St
Chicago, IL 60606
(312) 793-3456

www.catsmpo.com

August 2003

2001 NORTHEASTERN ILLINOIS EXPRESSWAY ATLAS

**Alan R. Fijal
Jon Hallas
Patrick B. Hill
Matthew J. Rogus
Mary Ellen Scott**

**Text by Ed Christopher for the 1995 Expressway Atlas
Patrick B. Hill, Ed.**

Maps produced by Patrick B. Hill

**Data produced by:
The Illinois Department of Transportation
The Illinois State Highway Authority**

Maps digitized using 2002 aerial photography provided by Aerials Express



2001 NORTHEASTERN ILLINOIS EXPRESSWAY ATLAS

2003, Chicago Area Transportation Study

No part of this document may be reproduced without the prior written permission of the Chicago Area Transportation Study, except in the case of brief quotations embodied in articles, critical reviews or academic research.

The authors of this document have made every effort in the preparation of this book to ensure the accuracy of the information. However, the information contained herein is presented without warranty, either expressed or implied. Neither the authors nor the Chicago Area Transportation Study will be held liable for any damages caused or alleged, either directly or indirectly by this document.

Published August, 2003



Produced by the Chicago Area Transportation Study, 300 West Adams Chicago, IL 60402

INTRODUCTION

Originally, the Chicago Area Transportation Study's (CATS) 2001 Expressway Atlas was conceived as a mere web application. CATS hoped to put to use new technologies designed for the purpose of creating slick, interactive mapping applications for the web. While we have remained committed to our original goal, after much consultation, we decided that a paper atlas was also necessary. Surely, there remain many people without easy access to computers. Still others have not attained sufficient comfort with their computer to justify using it to look up traffic counts on the World Wide Web. Then again, there is the simple fact that people like books - something they can take with them, browse at their leisure.

Still, we were committed to a more technological solution even for the paper atlas. The time and effort required to create and update a geographical database and develop a web document, while costly at the start, in the long run has made the entire process of producing the atlas much more efficient. Luckily, much of the work prepared for the web application was directly relevant to the completion of the paper atlas. This was especially the case regarding the preparation of data for both. Furthermore, the process of producing the individual maps for the paper atlas was completely automated using Geographic Information Science (GIS) technologies. We have already experienced the benefits of this approach. The 1995 atlas took about three years to complete. After all, those maps were reproduced entirely by hand. Conversely, in just under a year (at the time of writing), both the 2001 web application and the paper atlas are in the final stages of production. Updating both will require only that new data exists and is added to the database. A few very minor adjustments to the code underlying either application may be necessary, but that's about it. Medieval philosopher William Occam (d. 1349) stated that given a set of theories attempting to illustrate a phenomenon, one should always choose the simplest. Applying similar logic, given a choice of possible methodologies, the simplest is the best. Often, the simplest solution is the one that saves the most time and effort over the long haul, rather than the least complex or the one requiring the least skill (a technological paradox?). Our intent was to invest the majority of our time and resources at the outset toward a technological solution that would produce an easily updated product of the highest quality. I hope and believe that we have accomplished just that with the 2001 Expressway Atlas.

Patrick B. Hill
July 30, 2003

ACKNOWLEDGEMENTS

The Chicago Area Transportation Study's 2001 Expressway Atlas would not have been possible without the following individuals. Dean Englund, who as Deputy Director for Development at CATS always supported the good ideas, no matter how ambitious. Matt Rogus, whose original idea of producing a web based expressway atlas, led directly to this supplementary paper version. Also, as director of Technical Analysis at CATS, Matt always kept the ball rolling and provided the development team with all of the tools necessary to bring the project to fruition. Mary Ellen Scott, lead developer for the web based atlas, provided many hours of data preparation, as well as much appreciated input and advice toward the design and layout of the atlas. Jon Hallas designed and created the expressway database, the backbone of both the paper and web versions of the atlas. He also spent countless hours digitizing and researching the expressway system. Providing further assistance digitizing, along with a wealth of knowledge about the expressways, their history, and development, was Al Fijal. Art Nicholas reviewed the raw data, as it came in and ensured that the numbers - in essence - made sense. A special thanks goes to David Peoples, our high-school intern, who without any prior knowledge of Geographic Information Systems digitized much of the base map. He will be attending Auburn University this fall. I wish him the best of luck and hope he finds his newly acquired skills to his benefit.

CONTENTS

1.0 OVERVIEW2

 A ROAD IS A ROAD IS A ROAD2

2.0 SYSTEM HISTORY3

 LAKE SHORE DRIVE7

 BISHOP LOUIS HENRY FORD FREEWAY7

 ROBERT KINGERY EXPRESSWAY7

 WILLIAM G. EDENS EXPRESSWAY7

 DWIGHT D. EISENHOWER EXPRESSWAY8

 CHICAGO SKYWAY8

 THE TOLLWAY SYSTEM9

 JOHN FITZGERALD KENNEDY EXPRESSWAY9

 DANIEL B. RYAN EXPRESSWAY9

 ADLAI E. STEVENSON II EXPRESSWAY10

 I-8010

 I-5710

 I-290 EXTENSION10

 NORTH-SOUTH TOLLWAY10

 ELGIN-O'HARE EXPRESSWAY10

 THE FUTURE SYSTEM11

 NEW EXPRESSWAYS11

 ADD LANE PROJECTS11

 MAJOR INTERCHANGE12

 HOV FACILITY12

 REFERENCES FOR SECTION 2.012

3.0 DETAILED TRAFFIC FLOWS13

APPENDIX INDEX OF ACRONYMS AND TERMS283

FIGURES

Exhibit 2.06

Exhibit 3.0-A14

Exhibit 3.0-B15

1.0 OVERVIEW

The Chicago Area Transportation Study's 2001 Travel Atlas presents a wide variety of information on the history and operation of the expressway system for the six-county region of northeastern Illinois. The year 2001 proved to be ideal for the publication of the Atlas. Much of the major highway repair and construction had come to an end (most notably work on the Stevenson Expressway was completed), giving more accurate numbers for traffic under "ordinary circumstances". Traffic count data was obtained for both the expressway and tollway systems in 2001. The Atlas consists of five sections examining various aspects of the system.

Section 2.0 begins with a history of northeastern Illinois' network of expressway-type facilities. The historical narrative provides the background necessary to compare and contrast traffic volumes for the facilities discussed in detail in Section 3.0. This narrative also illustrates the role that each facility plays in contributing to the efficient movement of goods and people through and within the region.

Section 3.0 is the heart of the Atlas where annual average daily traffic volumes for the entire system are shown. The volumes are presented link-by-link and ramp-by-ramp using highly detailed line drawings presenting small portions of each facility

This Atlas is one of six that have been produced by the Chicago Area Transportation Study. The first atlas was completed for 1965 and depicted average weekday traffic flows on a section-by-section basis. For the 1965 atlas traffic counts were taken at all ramps and expressway connecting points between September and December. The 1965 atlas reported on eight facilities including the Skyway.

The second atlas was produced in 1972 and reported flow data for 14 facilities. The only system difference from the 1972 network to the present day one is the addition of a short segment of the Elgin-O'Hare Expressway and the I-355 toll facility. With the exception of the tollway system, the data used for the 1972 atlas was obtained during October and November. The data for the toll facilities represented data obtained throughout 1972. For 1972, the count data was provided in terms of annual average weekday traffic.

The third atlas was completed for 1984. It drew heavily upon data provided by the Illinois Department of Transportation Traffic System Center and the Illinois State Toll Highway Authority. The data is presented as average daily traffic and is presumed to be representative of a seven-day number. The data for the expressway system was culled from counts taken in the spring while the toll facility data represents data for the entire year.

The fourth and fifth atlases were completed for 1990 and 1995. Each presented a true seven-day annual average daily traffic number. When working with the data in these atlases care should be used in drawing comparisons between the various editions. The 1990 and 1995 data were produced using the same methodology as 2001 and allow for direct comparisons, while the 1984 data used a slightly different methodology from the 1990 and 1995 editions. Extreme caution should be used when comparing 1984, 1990, 1995, and 2001 editions to the 1965 and 1972 editions.

A Road is a Road is a Road

It is sometimes difficult to discuss roadways due to the specific engineering definitions ascribed to them. Funding categories, functional classifications, and regional bias can make for some interesting debates about the adjectives used to describe the roadway. In this Atlas the following terms are used interchangeably:

expressway, super-highway, limited-access facility, freeway, access-controlled highway, tollway, interstate, turnpike, the 4-lane (archaic), toll road

Is a tollway an interstate? How does a super-highway differ from a freeway or an expressway? Is a turnpike different than a tollway? These are all questions over which traffic aficionados can and will quibble for quite some time to come. These are best left for taxonomists. Such questions are far beyond the scope of this atlas

2.0 SYSTEM HISTORY

The actual construction of the expressways and toll ways within northeastern Illinois took place over a short period of time. Except for the tollway running north and south through DuPage County, six miles of expressway east of Elgin, and a committed connection to the southeast, the bulk of the system was built during the 1950s and 1960s. Since that time there have been only minor additions, some expansion and most importantly reconstruction and modernization of aging segments.

In northeastern Illinois, the expressway system has ties to some of the early plank roads. For example, the first turnpike was a plank road built in 1848, which extended for 10 miles over swamps from downtown Chicago southwest to a bar named Doty's Tavern in the Lyons-Riverside area. This "turnpike" consisted of a single 8-foot wide lane made up of 3-inch wood planks resting on a pair of timber stringers (Benedetti, 1988). Plank roads were considered the height of technology in their day.

The road system in general grew from Chicago outward. The historic beginning point can be traced back to 1830 when a downstate mapmaker named James Thompson came to town and laid out the cartographic detail for Chicago. According to Hayner and McName:

Thompson, employed by a federal commission that planned the digging of the Illinois and Michigan Canal, mapped Chicago's first streets. Working with straight lines and right angles, the rigid geometry of a practical man, he imposed an efficient man-made order on the curves and undulations of the glacial formed land. His would be a straightforward town, a businesslike town. And so Chicago is today (1988).

When Thompson finished his task, the canal commission offered him some prime downtown land but he instead chose, a well-bred mare (Hayner and McName, 1988).

From the earliest recorded plans for Chicago the grid street arrangement prevailed. Although there were some radials, the legacy of Indian trails and wagon roads coming into Chicago from other towns, the grid was the main network. According to the CATS plan of 1962, "Its (the grid arrangement) primary purpose was to assist in the convenient and orderly development and marketing of land. It was a natural system for the flat prairies and the straight line of the land surveyor" (Chicago Area Transportation Study, 1962). The grid is of interest because the same philosophy has seemed to dominate the heavily urban portions of the expressway and rapid rail systems.

Even Daniel Burnham, in his famous 1909 plan for Chicago, saw no need to identify different street designs to accommodate traffic needs. He did layout a few circumferentials, park drives and some diagonals, but his main thoughts were for civic design, and for shortening travel distance (Chicago Area Transportation Study, 1962). The pressures for street space simply did not exist then—let alone for a system of limited-access, super-highways. The only congestion considered was on mass transit vehicles. For them Burnham planned separate underground subways or elevated structures in the area where traffic congestion was most obvious, the Central Business District.

During the early years of the 20th century the developing region demonstrated a strong trend towards planning and building transportation facilities to meet the demands of the times. Very extensive transit plans for the Chicago area were produced in 1916, 1923, 1927, 1930 and 1937. The first three plans called for continued expansion, and by today's standards, aggressive system development. The next two plans, 1930 and 1937, were somewhat austere in their expansion most likely as a result of the Great Depression. An important feature of all of these transit system plans was that the system's basic design continued to follow the grid philosophy, working in concert with a radial network oriented on the CBD. This orientation was very much the focus of the Burnham 1909 plan and the grid that was laid out in 1830.

Somewhere around 1910 and throughout the 20s vehicle registrations began to rise very rapidly. In response to this, public debate took place over the need for good roads. The issue became a subject for state legislation when, Representative Homer J Tice, William G Edens and the Chicago Motor Club began agitating for roads that automobiles could use. According to *Illinois: A Descriptive and Historical Guide*:

In /9//, the State Assembly imposed license fees on cars, the proceeds to be applied to road building. Later it authorized counties to appoint superintendents of highways and pay one-half the cost of the roads, the State would assume the other half and maintenance. The great expansion of motorcar use led Governor Lawden in 1918 to get authority for a \$60 million bond issue to improve 4,300 miles of roads. During Len Small's term [in the 1920s] a bond for \$100 million was issued to maintain 9,900 miles. With the ever-increasing demand for road space and these newly dedicated funds the way was paved for general system improvements. Illinois was coming out of the mud (1974).

In a way the 1920s can be seen as a period when the highway network started to come together. Traffic signs and signals were installed, parking regulations appeared, street surfacing took place and traffic control was introduced. There was, however, little or no reason to search out new street types—especially the super-highway.

It was not until the 1930s that traffic pressures became sufficiently great to suggest that entirely new roads should be created especially for the automobile. Ironically, the new limited-access roads to emerge were built to accommodate what in modern day planning is called the recreation trip. The concept of a limited-access highway is deeply rooted in the parkway design used by Robert Moses, the great builder of New York City (Caro, 1974). The parkways themselves were originally built to provide an uninterrupted leisurely ride through manicured and eye-pleasing country settings within the urban areas. In Chicago, the south end of **Lake Shore Drive** built around 1937 offers such an example.

Nationally, the Meadowbrook Parkway built by Moses has the honor of being the first limited-access highway and rivals the autobahns of Germany. The Meadowbrook opened in 1934 and linked New York City to the Long Island beaches. While one can argue that the German Autobahns were the first true expressways, the Meadowbrook predated the first Autobahn. The Meadowbrook was conceptually superior to the Autobahns, which were designed for speed, ran in straight lines, ignored the landscape and were plagued with accidents caused by the combination of speed and driver boredom (Finch, 1992).

Locally, the need to get around in the automobile came to a head in 1939 with the release of the "1939 Comprehensive Plan for Superhighways" by the City of Chicago. While the 1937 Transit Plan laid out auto and bus overpasses over rail lines with easy access and transfers, the 1939 plan was the first formal proposal for a system of special, new limited-access super-highways (Exhibit 2.0-G). This plan recognized that a new kind of facility, one that could cope with the continuously increasing number of automobiles and trucks, was needed. By this time, the once almost novel automobile of the 1910s was now being mass-produced for millions. Street space was rapidly filling up and a special purpose road to accommodate the smooth, safe and efficient flow of vehicles appeared essential to meet the new demands.

In a general sense the first portion of this new system was already built, Lake Shore Drive. The best historical estimates suggest that Lake Shore Drive between Foster Avenue and Marquette Road (6700 south) opened sometime in 1937 (Habig, 1975). Incidentally, Lake Shore Drive was given its name by Potter Palmer, a prominent Chicago businessman, whose mansion at Schiller Street overlooked the Drive and Lake Michigan. The name Lake Shore Drive did not appear until 1946. Prior to that the south side stretch was called Leif Erickson Drive and the downtown stretch was called Field Drive (Hayner and McName, 1988).

The new super-highways, just as the rail transit systems, were planned with the underpinnings of the grid philosophy working in concert with a radial network oriented toward the CBD. Further out in the region organizations like the Chicago Regional Planning Association (CRPA) were advocating predominantly a radial system (CRPA, 1956). World War II as well as the less than ideal economic conditions of the time, however, stalled all of these plans. Mayer and Wade report:

...a series of reports between 1937 and 1939 outlined a system of subways and superhighways radiating away from downtown which could handle the increasing demand. However, the expressways had to be postponed until after the war while the State Street subway was opened in 1943 (1969).

In 1946, a much more complete scheme of expressways was presented in the Chicago Plan Commission's General Plan (Exhibit 2.0-H). This plan proposed a system with over two hundred miles of new facilities in Chicago and the adjacent area. In addition to the radial routes of the 1939 plan, many new cross-town (gridded) routes were proposed reflecting the increasing spread of congestion throughout all parts of the area.

Suddenly the conditions were ready for the plan to be implemented. Local, state and federal funds were becoming available at an increasing rate. The civic demands for roads had swelled to unsustainable proportions in the post war era. The plans were on the books; state, city and county began to build. The construction had a robust beginning, even before the federal government legislated funding and design standards for a nation-wide system in 1956. In fact, the Ford, Kingery, Edens, and Eisenhower Expressways were all opened well before the passage of the 1956 legislation and most of the other links of the system were already designed or being planned. An interesting aspect of this early development was that different entities built these roads, and yet taken together, they took on a uniform shape and look. The Cook County Highway Department built the Ford, Kingery and Edens expressways, while the counties, the state and the City of Chicago each built sections of the Eisenhower (Habig, 1965).

A nationally unique component of this road system was the creation of design standards developed locally and used by the various agencies. The design standards that were used were the product of the "Highway Design Committee" comprised of representatives from the state, Cook County, city of Chicago and the federal government. These standards affected such things as lane widths, bridge clearances, interchange design and signing and would later become the backbone of the federal standards many of which are still in force today (Charles McLean, IDOT, 1996).

Almost as a climax to the road building in northeastern Illinois, the federal government expressed its interest for a national system, when in 1956 Congress passed the Federal-Aid Highway Act. This new legislation authorized \$25 billion to construct 42,500 miles of interstate roadway in twelve years. It defined Interstate Highways and required them to have uniform signage and design standards, limited access on interchanges approved by the federal government, no highway or railroad grade crossings, and a minimum width of four lanes. Service stations and other commercial businesses were prohibited on their right-of-way and they were to be built to allow enough capacity to accommodate traffic volumes forecasted out to 1970 (Bay Area Metropolitan Transportation Commission, 1996).

A key aspect of the legislation was the financing: 90 percent of the cost of the system was borne by the federal government with ten percent coming from the state. The law also established the highway trust fund which ensured an ongoing and permanent source of financing for highway construction through a highway user's tax, primarily on motor fuel, whose revenues would naturally grow as traffic increased (Bay Area Metropolitan Transportation Commission, 1996).

By the time the next plan was completed in 1962, most of the current system was either built or under construction. Exhibit 2.0 is a map presenting the opening dates of initial segments of the expressway system for northeastern Illinois.

6

LAKE SHORE DRIVE

While this roadway was developed in an era with a different philosophy than the true interstate super-highway, it does hold a prominent place in the development of northeastern Illinois' super-highway system. Built in the late 1930s, its design concepts provided the basic philosophy behind what we now know as the modern super-limited-access highway. As stated earlier, Lake Shore Drive originally opened as Leif Erickson Drive around 1937 and was renamed as Lake Shore Drive around 1946.

BISHOP LOUIS HENRY FORD FREEWAY

Trivia buffs like to debate issues about which came first. The expressway system is not exempt from these debates. While some argue Lake Shore Drive was first, others assert that the Bishop Ford Freeway and Kingery Expressway hold this spot in the region's history. Providing a direct link to I-80/94 at the Indiana border, three miles of the Bishop Ford Freeway and another three miles of the Kingery Expressway opened to Sibley Boulevard on November 1, 1950. The remainder of the Bishop Ford Freeway opened in sections with the last links opening south of the Kingery in the summer of 1956.

When the Bishop Ford Freeway opened it was known as the Calumet Expressway. On July 27, 1996, the expressway was officially renamed the Bishop Louis Henry Ford Freeway in honor of the late Bishop Louis Henry Ford. Ford was the international presiding bishop and chief apostle of the National Church of God in Christ, which boasts about 85 million members worldwide. Born in Clarksdale, Mississippi on May 13, 1914, Bishop Ford was called to the ministry in 1926. In 1933 he moved to Chicago where he was ordained an elder. He served for nearly 60 years as pastor and spiritual leader of St. Paul's Church at 4528 South Wabash in Chicago where he provided assistance to the elderly, homeless and youth. Bishop Ford passed away in March of 1995 (Church of God in Christ, 1996)

ROBERT KINGERY EXPRESSWAY

The entire Kingery Expressway is only three miles long. As with the Bishop Ford Freeway it opened on November 1, 1950. The Kingery itself was opened as the Tri-State Highway and is actually thought of by many as part of the current Tri-State Tollway. Since it is one small link in the much larger tollway system it is often overlooked as being one of the first expressways in the region. The Tri-State Highway was renamed the Robert Kingery Highway in 1953. Kingery was a former state director of public works as well as the general manager of the Chicago Regional Planning Association for many years before his death in 1951 (CRPA, 1956). He was a notable leader in highway and civic matters in the Chicago area and is well remembered for his support of the development of the Tri-State Tollway. Today the Robert Kingery Highway is known as the Robert Kingery Expressway. Exactly when the expressway label was given to it is unknown. A quick check of the map of the region will reveal that Illinois Route 83 also carries the name Robert Kingery Highway on the portion throughout DuPage County.

WILLIAM G. EDENS EXPRESSWAY

Opened in 1951, the Edens Expressway is often cited as the oldest expressway in the Chicago area. In fact, at the time it opened it could easily be considered the first major link of the region's new super-highway system, since a full thirteen miles were opened at once. Although the Edens opened well before the interstate design standards were in place it easily satisfied those criteria. The expressway opened on Thursday, December 20, 1951 amid one of the region's coldest and worst snowstorms. At the time, the Chicago Tribune reported:

County officials had vowed the opening ceremony and Edens Parkway (as it was called at the time) opening would take place regardless of the weather. With dozens of snowplows running interference, the official party then proceeded by motorcade over the thirteen miles of the new route. A luncheon, attended by 100 persons, was held at a restaurant near the Cook-Lake county T line (1951).

Initially called the Edens Parkway, the road was designed to link Skokie Highway and the proposed new super-highway across the city's northwest side (now known as the Kennedy Expressway). The Edens Expressway was named in honor of William G Edens, a banker and early advocate of paved roads. He is depicted as being the man who took "Illinois out of the mud" because of his sponsorship of the state's first highway bond issue in 1918. Ironically, William Edens never owned or drove a car. He began his career as a railroad brakeman and retired as a Chicago banker. During that time he also headed the Illinois Highway Improvement Association. The engineering and road building community was truly proud of this facility but not pleased with the behavior of some of the motorists. According to Hayner & McName:

In 1953, two years after the Edens Expressway opened, Edens told a reporter: "It's a shame. After the engineers built such a good road, darn fool drivers go out and kill themselves on it " (1988).

The Edens Expressway also carried the name Edens Superhighway at one point in its past. Despite no substantiated record of this naming, Dean England from CATS and Melvin Sierakowski from ISTHA remember lettering on the overpass at Cicero Avenue near Foster that read, "Edens Superhighway" in bright metal letters (1997).

DWIGHT D. EISENHOWER EXPRESSWAY

The first sections of the Congress Expressway were opened in 1955, and the entire expressway connecting the Dan Ryan to Tri-State Tollway, was completed by 1960. The expressway ran east and west, tying the center of Chicago to the western suburbs. It formally carried the Congress name until it was renamed the Dwight D. Eisenhower Expressway in 1969 (Chicago Sun Times, 1996). Dwight Eisenhower, the 34th President of the United States, is usually associated with the first Federal-Aid Highway Act of 1956, which called for connecting America's cities with a massive interstate highway network. The 1956 Act was passed and signed under the Eisenhower Administration. Eisenhower was born in 1890 and died in 1969. He served as supreme commander of the Allied forces in Europe in World War II and was president from 1953 to 1961.

CHICAGO SKYWAY

The next section of the system to open was originally known as the Calumet Skyway. It opened on April 16, 1958 and eventually connected the Dan Ryan Expressway with the Indiana Toll Road. It is seven miles long, cost \$101 million to construct and took about 34 months to build. The roadway holds a prominent place in history for several reasons. According to an article in a Chicago newspaper (Chicago Today, 1972), the Skyway was the first tollway built in Chicago in more than a century since the plank road to Doty's Tavern in Riverside opened in 1848. More importantly, the Chicago Regional Transportation Association writes:

Early in the development of the expressway system it looked as though a vital link to the south would be missing, and heavy traffic would be dumped into the city with no facilities to handle it. Local officials decided to build a toll road to meet the emergency, only to find that the city lacked the authority to build a toll road. But soon it was discovered that the city did have the power to build toll bridges. Moreover; there was no limitation on the length of the approaches. As a result, Chicago has a unique seven-mile expressway bridge soaring 120 feet over the Calumet River.

Exactly when the Calumet Skyway Bridge became known as the Chicago Skyway could not be found. However, it has been called the Chicago Skyway for at least two decades.

THE TOLLWAY SYSTEM

The majority of the entire Tollway System opened between August and December of 1958 under the authority of Illinois State Toll Highway Commission now known as the Illinois State Toll Highway Authority. During that time approximately 187 centerline miles of roadway were opened. The first sections opened on August 20, 1958 with the final 45 miles opening at 4:00 PM on December 23, 1958 (Chicago Daily Tribune, 1958). These sections made up the portion of the system known as the Northwest, East-West and Tri-State tollways. A later section, the North-South Tollway came on line in 1989 and when the system was originally conceived it was seen as a rural, through-traffic facility providing for trips beyond and around the northeastern Illinois region. The Tollway System, however, has become a major component of the expressway system serving an increasing proportion of local and intra-regional trips. When it was originally constructed the entire system was built with 2 travel lanes in each direction and had very few interchanges in contrast to the system today (Wilbur Smith & Associates, 1979). As the region grew, however, the system expanded to meet new demands by adding lanes and new interchanges.

The Illinois Tollway system was not the first, nor will it be the last toll system built. In fact, the first modern day tollway in the United States, the Pennsylvania Turnpike, opened between Harrisburg and Pittsburgh, Pennsylvania in October of 1940. The Pennsylvania Turnpike holds some prominence in the evolution of the super-highway in that, unlike the parkways that preceded it, this road was open to all classes of vehicles and was engineered for speed rather than landscaped for pleasure driving (Finch, 1992). The tollway system in this region is unique in one facet; the placement of the oasis restaurants is over the facility instead of the more traditional design of building two restaurants, one in each direction of travel. Now that the urbanized area of the region has grown to include much of the Tri-State and Northwest Tollways this rest area design has proven to be a very efficient use of land.

JOHN FITZGERALD KENNEDY EXPRESSWAY

The largest section of this expressway opened on November 5, 1960 as the Northwest Expressway. It is a nine-mile connection with a southern limit at Lake Street and a northern limit at Foster. While this represents the longest segment opened at any one time, a four mile link from Foster to the Northwest Tollway was opened on December 15, 1959 with a one-half mile section opening west of downtown Chicago in 1958. The expressway was renamed for the 35th President shortly after his assassination on November 30, 1963. Naming the expressway in honor of the assassinated president was as a local newspaper put it, "a fitting tribute to the late president who rode the route many times and called it one of the greatest highways in the US" (Chicago Daily Tribune, 1963).

From an operating viewpoint the Kennedy Expressway owes some of its greatness to the two reversible lanes that provide for a flexible lane configuration needed to adapt to the peak period directional flows which were prevalent in the recent past. Almost ironically, the Kennedy Expressway was opened only 3 short days before JFK was elected president and renamed in his honor 8 days after his death (Chicago Sun Times, 1991).

DANIEL B. RYAN EXPRESSWAY

The first section to be opened was three miles long and it extended between 71st and 97th Streets. It opened in December of 1961. Almost a year to the day later, a longer eight-mile section opened connecting the Ryan with the Eisenhower. Its final one and one-half mile section, linking it with I-57 was opened in November of 1963. It is named for Daniel B. Ryan, president of the Cook County Board of Commissioners from 1954 to 1961. "Mr. Ryan was a graduate of De LaSalle Institute and Kent College of Law. He was known as a successful insurance broker and son of another county board member, Dan Ryan Sr. When the elder Ryan died in 1923, his son assumed his seat on the board. Daniel B. Ryan was born in 1894 and died in 1961. Incidentally, Dan Ryan Woods, a Cook County forest preserve located on the city's south side at 87th Street and Western was named in honor of Dan Ryan Sr. (Chicago Daily Tribune, 1988).

ADLAI E. STEVENSON II EXPRESSWAY

Originally called the Southwest Expressway, the first sections opened on October 24, 1964. Considered a miracle of construction, this 17-mile long expressway was constructed in 18 months using 40 contractors, employing 3,000 workers, and 124 separate contracts (Associated General Contractors in Illinois, 1964). Shortly after opening, it was renamed in honor of Adlai E. Stevenson II (February 5, 1900 to July 14, 1965). Stevenson was a governor of Illinois, twice the Democratic presidential candidate and Ambassador to the United Nations under Presidents Kennedy and Johnson. His presidential defeats were in 1952 and 1956 to Dwight D Eisenhower. Stevenson was also the son of another Illinois political leader, Louis Stevenson, a past Secretary of State and grandson of another Adlai Stevenson, the Vice President in President Grover Cleveland's second term.

I-80

While the fanfare focused on the new Southwest Expressway (Stevenson) another eleven miles of interstate opened in what was at that time the far southern part of the region. This interstate is part of the nation's major east-west route extending from New York to San Francisco. The 30-mile stretch from the Tri-State Tollway to the Southwest Expressway opened between August of 1963 and November of 1967. Another 11-mile segment from Illinois Route 43 to US Route 30 opened in October 1964.

I-57

The northeastern Illinois portion of this highway opened in four major segments between 1967 and 1970 with the longest segment opening on October 31, 1968. This 8-mile stretch provided the external link for the region while the shorter urban sections, providing total connectivity to the Dan Ryan, opened in November 1969 and December 1970. To date, I-57 remains unnamed; although in some circles it is still referred to as the "Dan Ryan West Leg" which was the name given to it on the planning and engineering documents.

I-290 EXTENSION

This facility was built in several small sections. First the ramps and connections to the Tri-State Tollway, East-West Tollway, and the Eisenhower Expressway were completed in 1958. Next a section, known as the Lake Street Extension, brought the facility from the Tri-State Tollway to Lake Street in 1961. In 1963, another small segment extended the facility to York Road. In November of 1971 a six-mile addition opened the roadway up to Illinois Route 53. It is the 1971 date that is typically referred to when discussing the opening of the road. The final sections opened a year later (Chicago Tribune, 1993). In 1970 and 1989, extensions were added north of the Northwest Tollway where the roadway carries the state route marking of Illinois Route 53.

NORTH-SOUTH TOLLWAY

On Sunday, December 24, 1989, the 174-mile North-South Tollway opened by offering free tolls through Christmas day. According to a local paper, "the road provides a critically needed bypass of the traffic-choked west suburban road system that feeds the area near O'Hare International Airport" (Chicago Tribune, 1989). It extends from the Stevenson Expressway to the I-290 Extension. The North-South Tollway had been on the planning books since the earliest highway plans began to extend westward in the region. Incidentally, the alignment of the North-South Tollway again reinforces the grid philosophy that underpins the transportation systems in northeast Illinois.

ELGIN-O'HARE EXPRESSWAY

On Tuesday, November 2, 1993, the middle 65-mile section of an expressway that will eventually link Elgin and O'Hare International Airport opened. The actual mileage opened runs between Hanover Park and Itasca. The remaining sections are included in the long-range transportation plan for the region (CATS, 1997).

THE FUTURE SYSTEM

A review of the history of the system would not be complete without a brief look to the future. The Chicago Area Transportation Study's Policy Committee approved the 2020 Regional Transportation Plan (RTP) on November 13, 1997 (CATS, 1997). The 2020 RTP includes three new expressways, ten lane addition projects on existing expressways, one new major interchange, and a High Occupancy Vehicle (HOV) facility.

The 2020 RTP assumed the existence of an extension to the North-South Tollway that would extend it from I-55 in Bolingbrook to I-80 just east of New Lenox. The project is planned as a toll facility and Governor Edgar gave final approval for construction in the summer of 1996. While the construction of this facility has been delayed, the 2020 RTP included it as a committed project.

The 2020 RTP represents the broad statement of which facilities the region needs to meet travel demand in the future. A series of detailed project-specific studies will be conducted before the final decision is made to program funds so that these projects can be implemented. Presented below is a brief review of the projects identified in the 2020 RTP.

NEW EXPRESSWAYS

The first planned addition is a new six lane toll facility (three lanes in each direction) extending 23 miles from the terminus of IL 53/I-290 at Lake-Cook Road north to Grayslake, where it splits into a western spur ending at IL 120 and an eastern spur ending at the Tri-State Tollway. In a graphical sense the entire facility forms a "T". The east-west section of this project, the top of the "T", was originally a portion of the proposed Richmond-Waukegan Expressway which first appeared in the region's 1995 plan put forth in 1974 (CATS, 1974).

A second project calls for a two-mile western extension of the Elgin-O'Hare Expressway from its current terminus in Hanover Park to US 20 in Streamwood. Ultimately, this project is planned as three lanes in each direction. The total number of lanes, however, may be staged to coincide with the widening of the existing Elgin-O'Hare Expressway, for which funding is currently unavailable.

The third expressway is part of a group of projects that call for a complex of two new and two expanded highway facilities to serve transportation needs in the vicinity of O'Hare Airport and surrounding employment centers. The new facilities consist of a six-lane (three in each direction) bypass west of O'Hare, an eastern extension of the Elgin-O'Hare Expressway to connect to the O'Hare Bypass and accommodations for new access to the Airport. The expanded highway facilities include the widening of a 4-mile segment of the Tri-State Tollway from the O'Hare Bypass to the East-West Tollway and the widening of a thirteen-mile segment of the Northwest Tollway from the Tri-State to Roselle Road.

ADD LANE PROJECTS

The 2020 RTP contains a series of eight additional widening projects. These include:

I-55 (Stevenson Expressway) from Naperville Road to I-80

Tri-State Tollway from IL 22 to IL 60 and from 95th Street to the Bishop Ford

Northwest Tollway from IL 25 to Randall Road

East-West Tollway from the Eisenhower to IL 31

I-80 from the Stevenson to US 45

Kingery Expressway from the Bishop Ford to the Indiana State Line

I-57 from I-80 to the West Airport Access Road

IL 394 (Bishop Ford) from the Kingery to Sauk Trail

MAJOR INTERCHANGE

Under this project a new interchange will be built connecting the Tri-State Tollway and I-57. The project will allow traffic from the northbound Tri-State Tollway direct access to northeast-bound I-57, and traffic from southwest-bound I-57 direct access to the southbound Tri-State. It will improve the connectivity of the south suburban highway system and will also divert traffic from the Tri-State Tollway and I-80 to I-57.

HOV FACILITY

Finally, the 2020 RTP calls for the widening of the Eisenhower Expressway between Austin Boulevard and the East-West Tollway to accommodate a lane in each direction for High Occupancy Vehicles (HOV). Currently, a lane imbalance exists on the Eisenhower between Austin Boulevard and the merge with the East-West and Tri-State Tollways and the I-294 Extension. The project will include the redesign of all the interchanges from the merge to Austin Boulevard. This project will introduce the first highway HOV facility to the Chicago region and provide an opportunity to assess the potential to incorporate HOV concepts into future highway improvement projects.

REFERENCES FOR SECTION 2.0

1. "Action Line" Column of the *Chicago Today*, August 6, 1972.
2. Hayner, Don and Tom McNamee, *Streetwise Chicago, A History of Chicago Street Names*, Loyola University Press, Chicago, 1988.
3. *Chicago Area Transportation Study*, Transportation Plan, Study conducted under the sponsorship of the State of Illinois, County of Cook and the city of Chicago, April 1962.
4. *Illinois: A Descriptive and Historical Guide*, edited by Harry Hansen, Hastings House, New York, 1974.
5. Caro, Robert A., *The Power Broker Robert Moses and the Fall of New York*, New York, Alfred A Knopf, 1974.
6. Finch, Christopher, *Highways to Heaven*, Harper Collins Publishers, New York, 1992.
7. Habig, William C., "Chicago Area Expressway and Tollway Data", *CATS Research News*, Volume 7, Number 1, Chicago Area Transportation Study, Chicago, Illinois, February 5, 1965.
8. Burnham, Daniel Jr., and R. Kingery, *Planning the Region of Chicago*, Chicago Regional Planning Association, Chicago, Illinois, 1956.
9. Mayer, Harold M., and R. C. Wade, *Chicago: Growth of a Metropolis*, University of Chicago Press, Chicago, Illinois, 1969.
10. "Telephone conversation with Charles McLean", retired operations engineer for the Illinois Department of Transportation, November 6, 1996.
11. "Transactions", *Transportation News for the Nine-County San Francisco Bay Area*, Metropolitan Transportation Commission, August 1996.
12. "Bishop Louis Henry Ford". A 2-page write-up on the life of Bishop Ford prepared by the Church of God in Christ, Chicago, Illinois, received by CATS September 7, 1996.

13. "Board Names Tri-State Road for Kingery", *Chicago Daily Tribune*, August 1953.
 14. "Col. Edens, 88 Defies Snow to Open Highway", *Chicago Daily Tribune*, December 21, 1951.
 15. "State goes whole route in renaming Calumet Expressway", *Chicago Sun-Times*, July 26, 1996.
 16. "Final Tollway Sector to be Opened Today", *Chicago Daily Tribune*, December 23, 1958.
 17. Comprehensive Travel Patterns and Characteristics Study, Volume 1, *Travel Patterns and Characteristics*, prepared for the Illinois State Toll Highway Authority by Wilbur Smith and Associates, New Haven, Connecticut, September 1979.
 18. "Northwest Expressway is Renamed for Kennedy", *Chicago Daily Tribune*, November 30, 1963.
 19. "Exit, the Kennedy Bumpy Expressway is Being Reborn", *Chicago Sun-Times*, June 16, 1991.
 20. "Dan Ryan was a Shining Example of the Golden Age of Expressways", *Chicago Daily Tribune*, February 28, 1988.
 21. "The Southwest Expressway Story: From Barge to Super-Highway", *The Builder*; A Trade publication of the Associated General Contractors of Illinois, Springfield Illinois, November 1964.
 22. "Gridlock Bandage: Elgin-O'Hare Expressway-at least part of it-opens", *Chicago Tribune, DuPage Section*, November 3, 1993.
 23. "The New North-South Tollway", *Chicago Tribune*, Section 17- Transportation, December 24, 1989.
 24. 2020 Regional Transportation Plan, Chicago Area Transportation Study, Chicago, Illinois, November 1997.
 25. *Summary Description 1995 Transportation System Plan*, Chicago Area Transportation Study and Northeastern Illinois Planning Commission, Chicago, Illinois, November 1974.
 26. Benedetti, Rose Marie, *A Village on the River-1888 to 1988*, A History of Lyons, Illinois in Celebration of Centennial of Its Incorporation, Lyons Centennial Commission, Oak Park, Illinois, 1988.
 27. Telephone conversation with Melvin Sierakowski, Traffic and Operations Engineer for the Illinois State Toll Highway Authority, April 2, 1997 and Dean Englund, Deputy for Development at the Chicago Area Transportation Study, April 7, 1997.
-

3.0 DETAILED TRAFFIC FLOWS

This Section provides a visual representation of traffic flowing on the Expressway System. The data in this section came from three separate sources TSC, BPDB, and ISTHA. On the following pages are a series of maps or flow diagrams that show the AADT volumes coursing through the system.

The TSC data was produced by a traffic detection system, which collects data from approximately 2,000 induction loop detectors along 130 miles of expressways in the area. The detectors are located in each of the mainline lanes at 3-mile intervals and on all entrance and exit ramps. At approximately half-mile intervals, only the center lane (3-lane roadways), or; the left-center lane (4-lane roadways), is sampled with a loop. The half-mile detectors are used for calculating the travel times presented in Section 45. In areas where the electronic surveillance did not exist, BPDB provided manual traffic counts. The tollway traffic data was provided by ISTHA. ISTHA uses a revenue-based system that converts tolls collected into traffic volumes.

The flow diagrams are sorted by facility and are presented in the same order as in Section 20, "System History". The data presented is an AADT. By looking at the diagrams, one can visualize the traffic flowing through the system. The diagrams show how many vehicles got on at a particular ramp, how many got off, and how many continued on to the next set of ramps.

To assist the reader in locating the portion of the roadway that flow diagram covers, a miniature map and key is shown at the bottom of each page. The map shows the Chicagoland area expressway system. The facility that is shown on the flow diagram page is highlighted for easy reference.

Exhibit 3.0-A lists the facilities covered and the pages where the flow diagrams can be found. The facilities are listed by their common or "street" names. An example of a "street" name is the use of the name "Edens" when referring to the William B Edens Expressway.

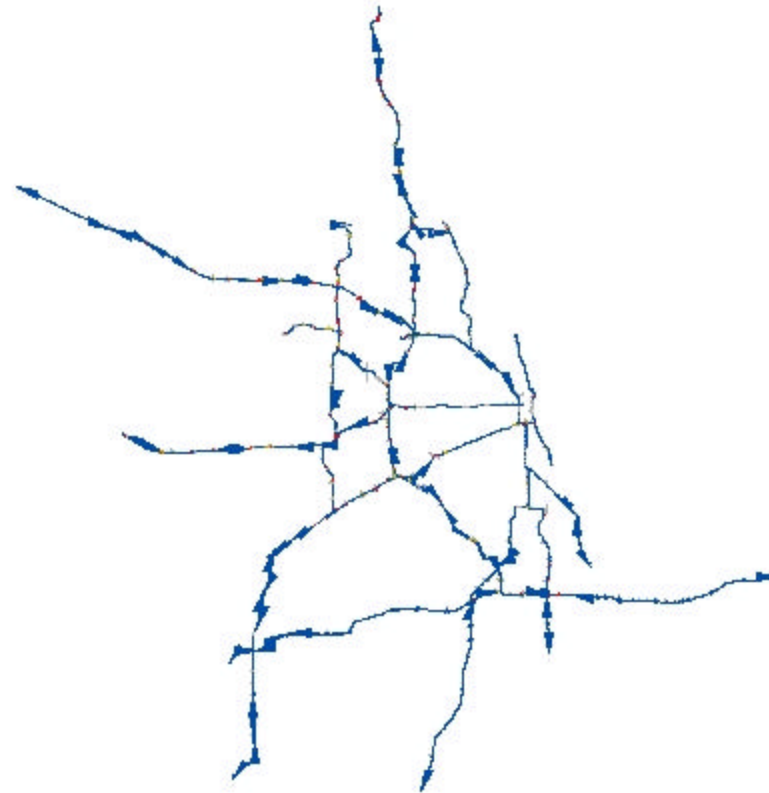
And finally, Exhibit 3.0-B presents the 2001 flow diagrams, the heart and soul of the Atlas.

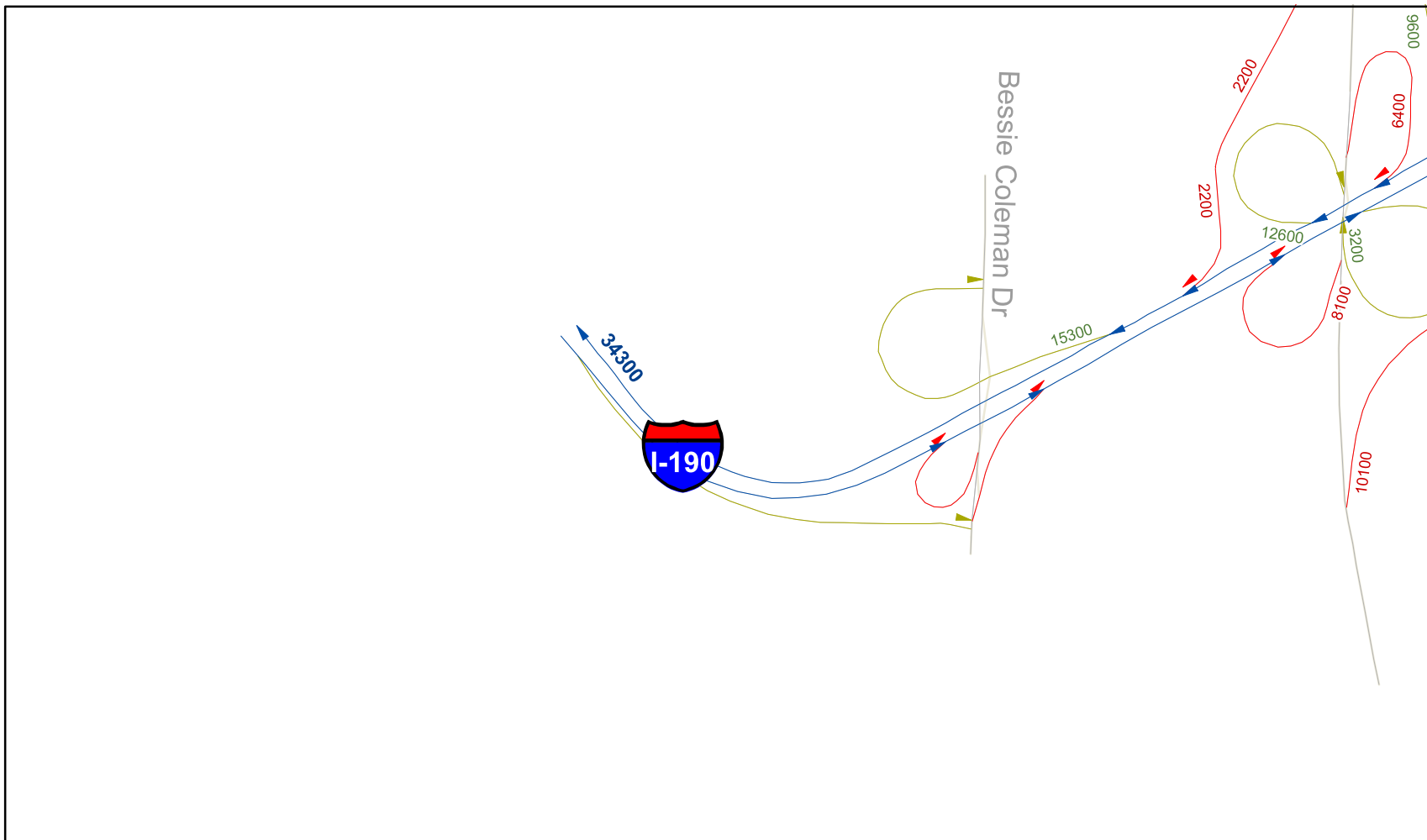
Index to flow maps					
Facility	Designation(s)	From*	To*	Page(s)	Data Source
Kennedy Expressway	I-190, I-90, I-90-94	Bessie Coleman Drive	Jackson Boulevard	17-48	TSC (IDOT)
Dan Ryan Expressway	I-90-94	Taylor Street	US Route 12-20 – 95 th Street	49-71	TSC (IDOT)
Lake Shore Drive	US Route 41	Hollywood Avenue	Hayes Drive	72-106	TSC (IDOT)
Bishop Ford Freeway	IL Route 394, I-94	US Route 6 – 159 th Street	I-94 – Dan Ryan Expressway	107-114	TSC (IDOT)
Kingery Expressway	I-80 & I-94	I-94 - Bishop Ford Freeway	Indiana State Line	117	TSC (IDOT)
Edens Expressway	I-94, US 41	Clavey Road	I-90 - Kennedy Expressway	118-133	TSC (IDOT)
Edens Spur	I-94	Tri-State Tollway	US 41 - Edens Expressway	134	TSC (IDOT)
Northwest Tollway	I-90	US Route 20	Tri-State Tollway	135-148	ISTHA
East-West Tollway	I-88	IL Route 47	I-290 - Eisenhower Expressway	149-166	ISTHA
Illinois Route 53	Illinois Route 53	Lake-Cook Road	I-355 North-South Tollway	167-175	TSC (IDOT)
Stevenson Expressway	I-55	IL Route 113 – Coal City Rd	US Route 41 – Lake Shore Drive	176-190	TSC (IDOT)
I-57 Expressway	I-57 Expressway	Peotone Road	I-94 Dan Ryan Expressway / Bishop Ford Freeway	191-199	TSC (IDOT)
I-290 Extension	I-290 & IL Route 53, I-290	I-90 – Northwest Tollway	I-290 Eisenhower Expressway	200-206	TSC (IDOT)
Eisenhower Expressway	I-290	Wolf Road	Wacker Drive / Franklin Street	207-230	TSC (IDOT)
North-South Tollway	I-355	IL Route 53	I-55 Stevenson Expressway	231-239	ISHTA
Elgin – O'Hare Expressway	NA	US Route 20 – Lake Street	I-290 Extension @ Thorndale	240-246	TSC (IDOT)
Chicago Skyway	I-90	I-94 – Dan Ryan Expressway	Indiana State Line	247	TSC (IDOT)
Tri-State Tollway	I-94, I-294, I-80 & 294, I-80 & I-94	Russell Road	I-80 @ Dixie Highway and Wood Street	248-281	ISHTA
I-80 Expressway**	I-80 Expressway	I-55 Stevenson Expressway	I-294 Tri-State Tollway	NA	NA

* The extents appearing in this table are for entire entities. Data were not collected at all interchanges. In those cases individual maps will not appear in the atlas.
 ** No data were collected for I-80. It appears in this table for completeness.

Exhibit 3.0-A

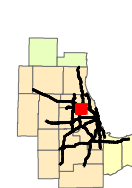
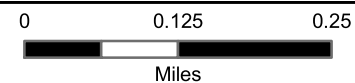
Detailed Flow Diagrams





2001 AADT COUNTS

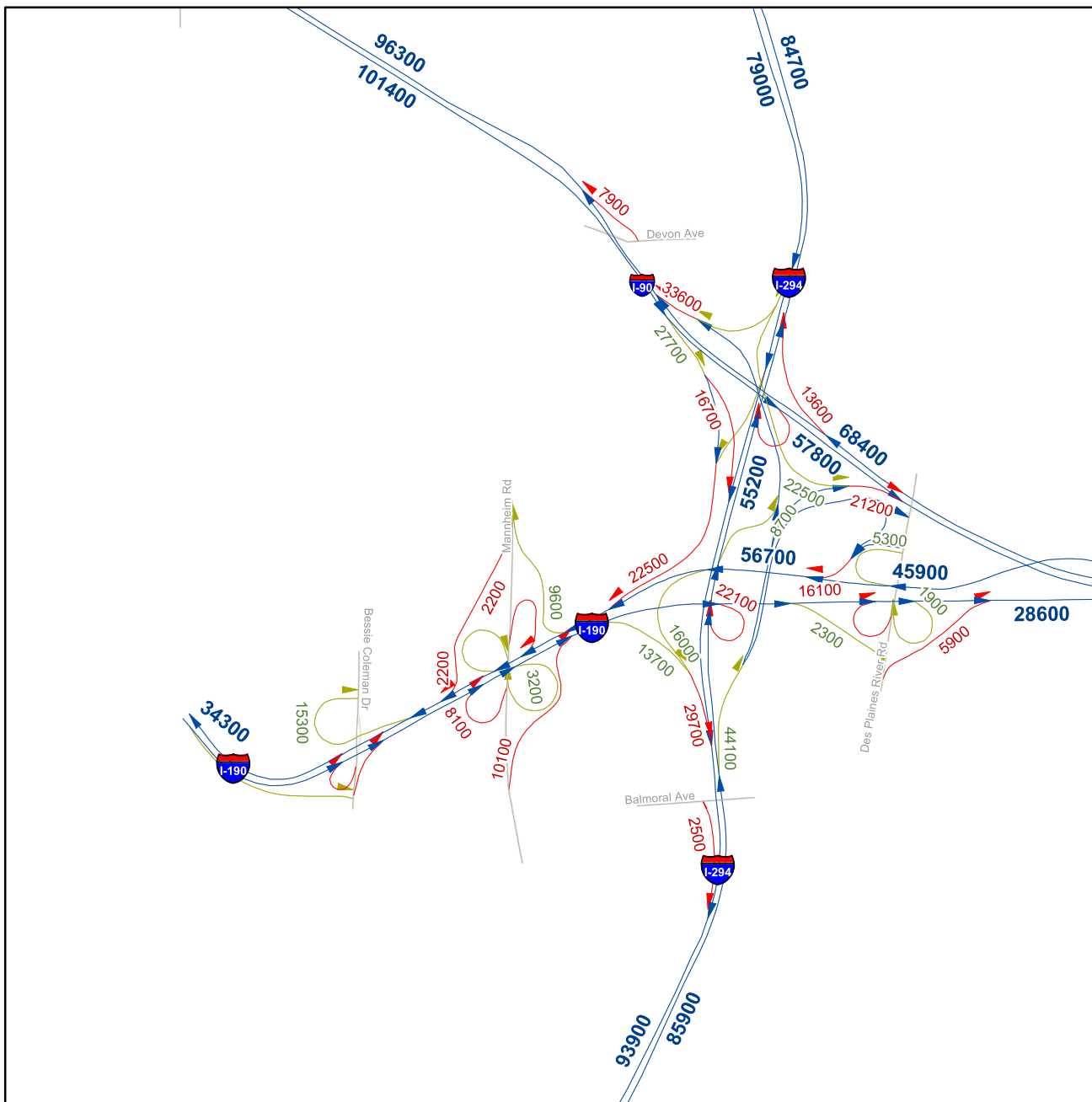
I-190 KENNEDY EXPRESSWAY @
BESSIE COLEMAN DR



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

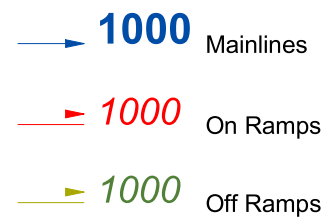


2001 AADT COUNTS

**I-190 KENNEDY EXPRESSWAY
@ I-90 KENNEDY EXPRESSWAY
AND I-294 TRI-STATE
TOLLWAY**

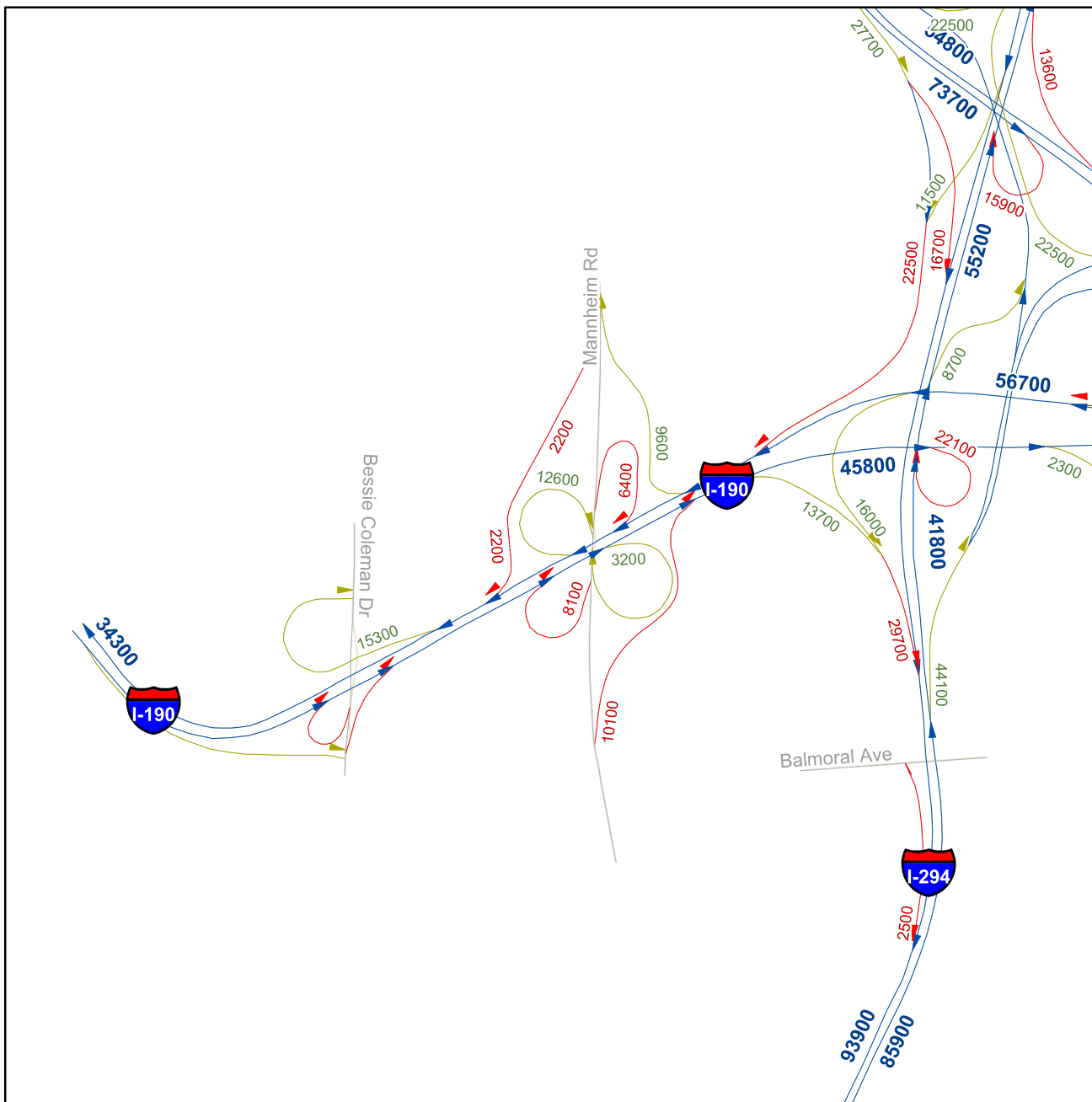


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

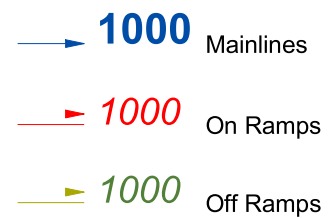
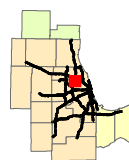
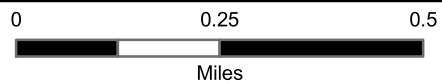


2001 AADT COUNTS

**I-190 KENNEDY EXPRESSWAY
@ US ROUTE 12-45 -
MANNHEIM RD**

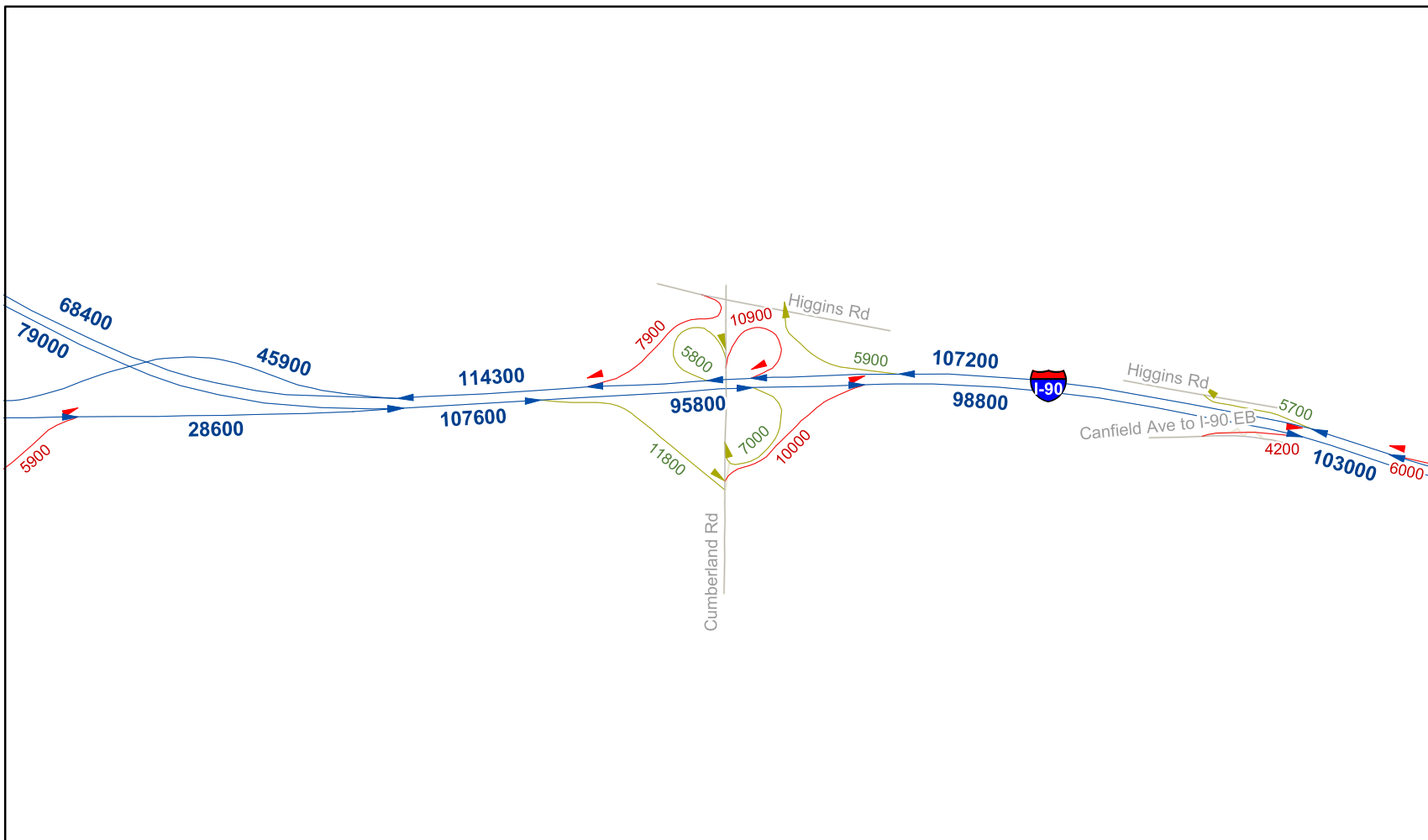


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

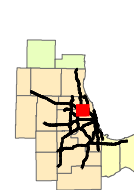
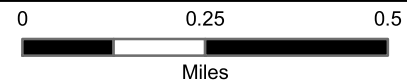


2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ CUMBERLAND AVE



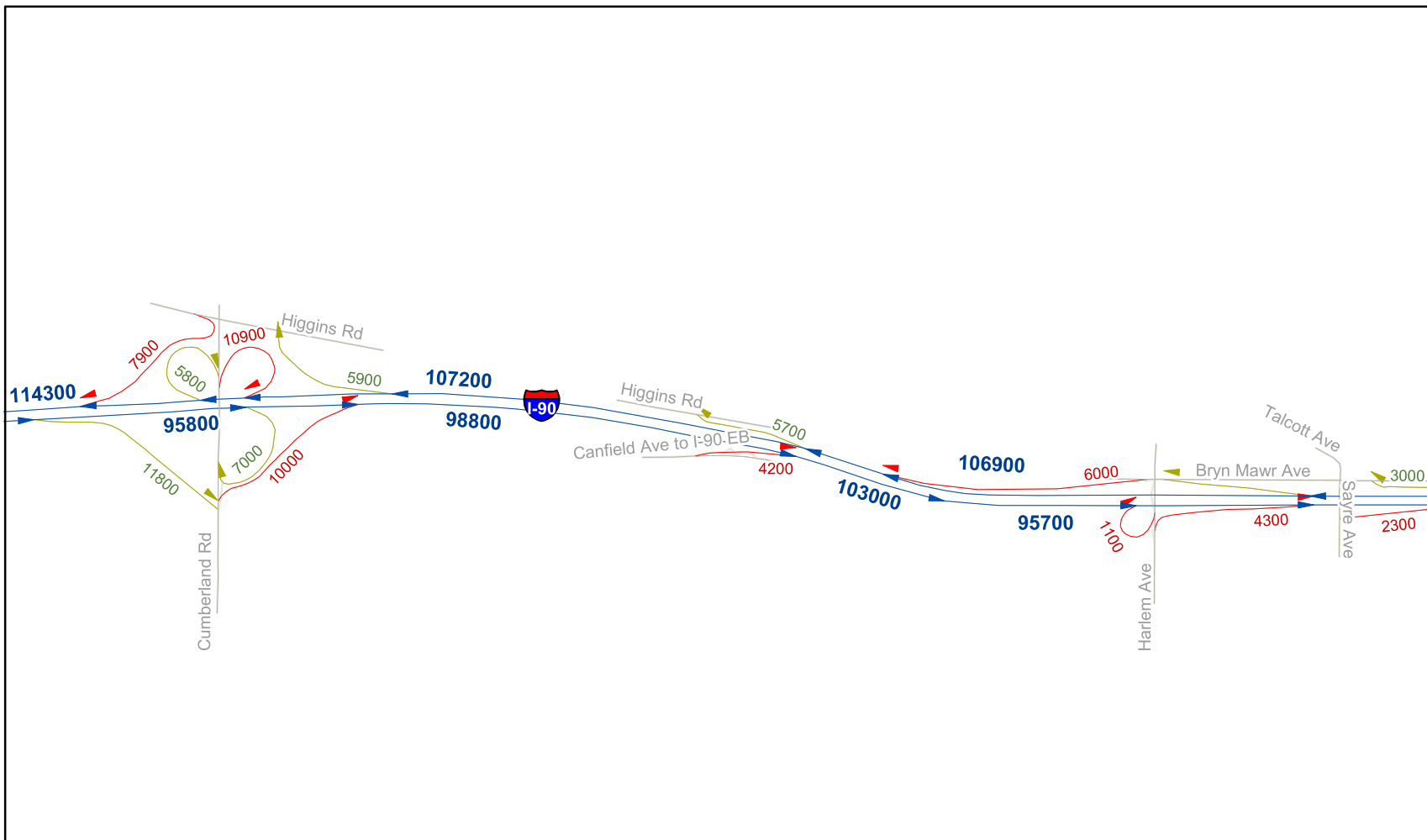
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

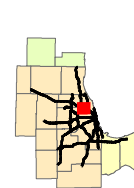


2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ CANFIELD AVE



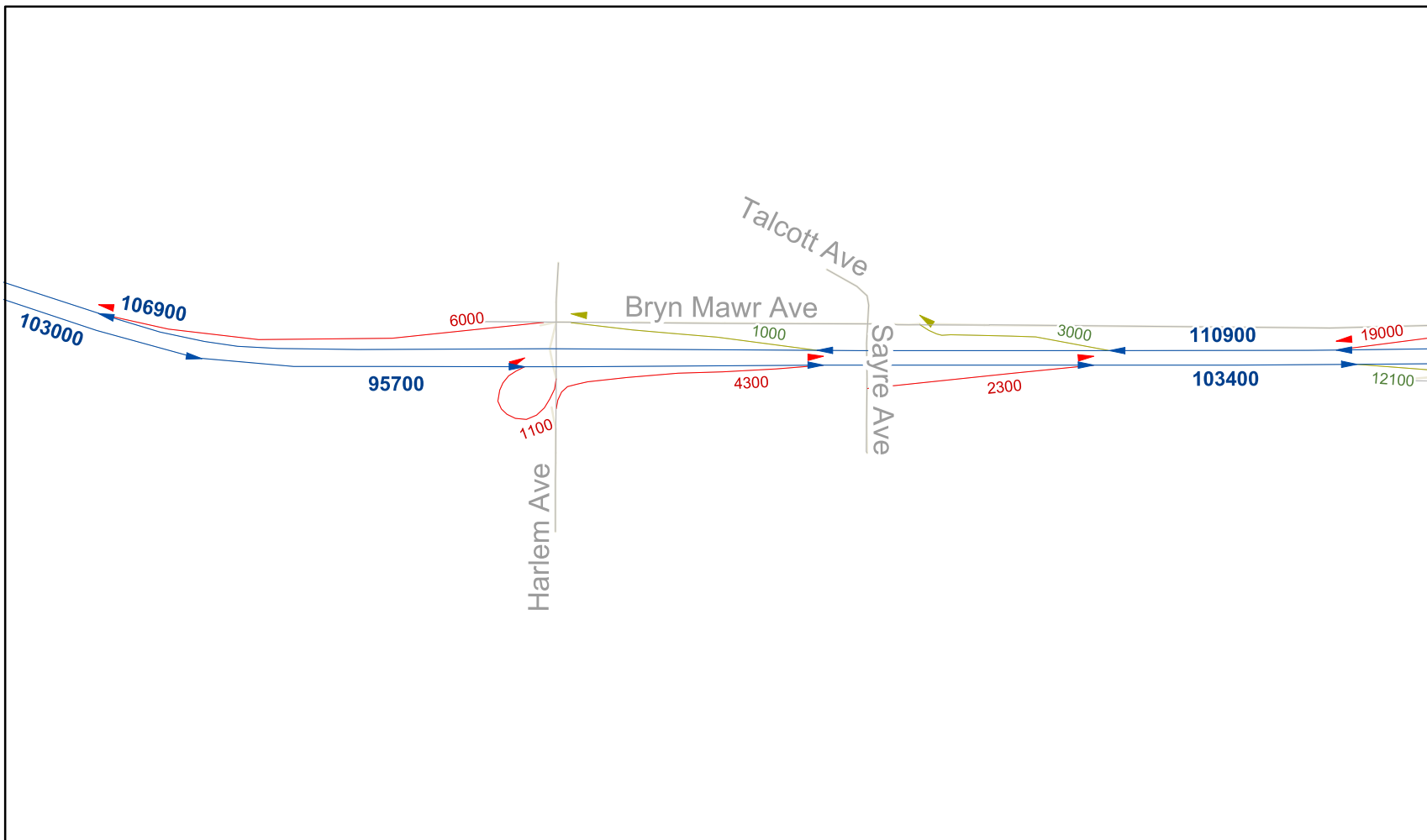
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

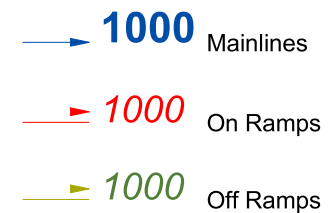
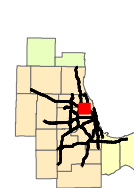
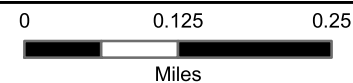
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express



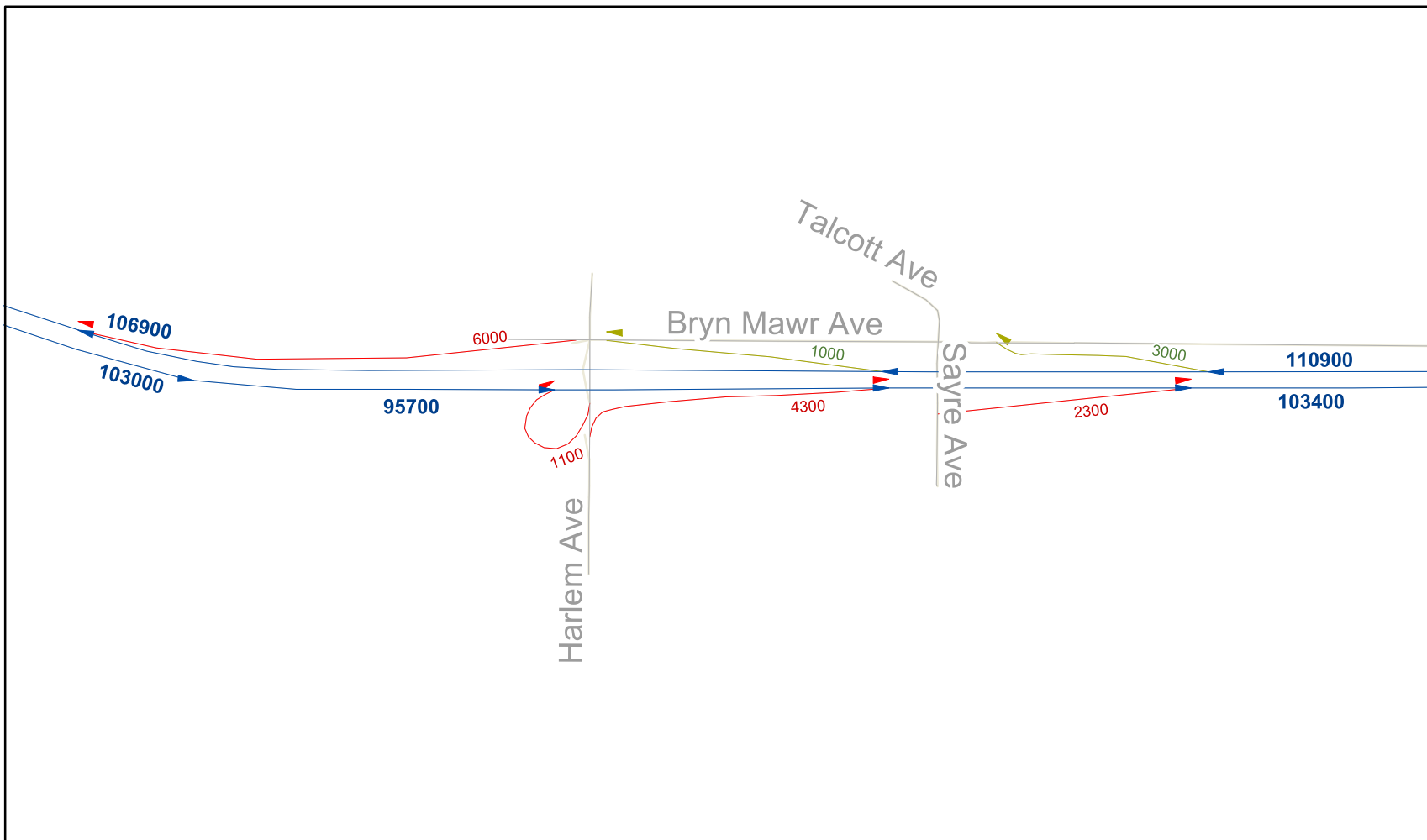
2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ SAYRE AVE



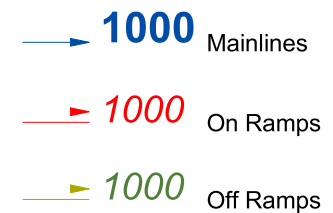
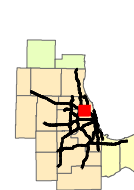
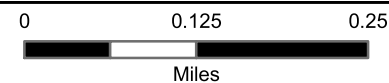
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



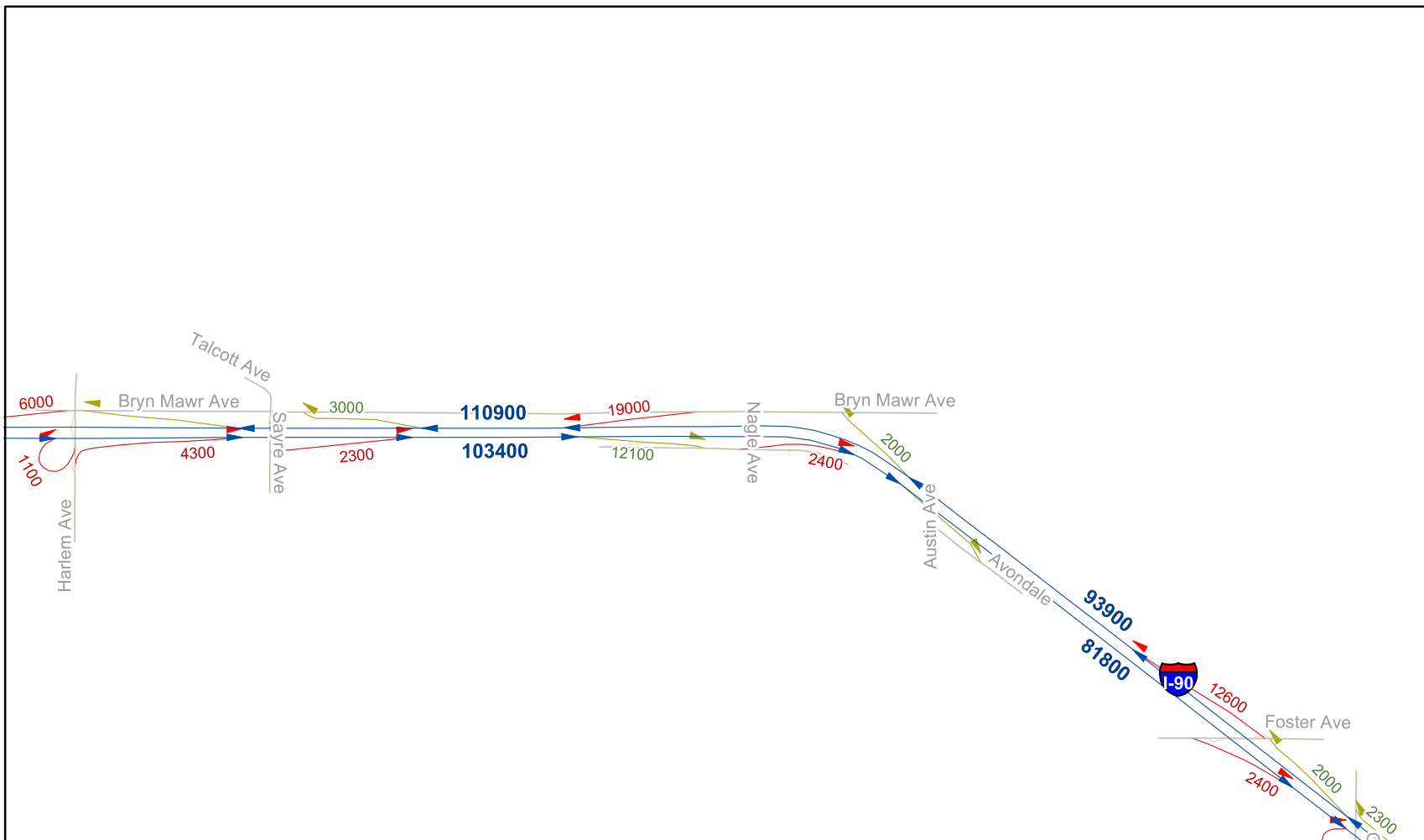
2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ US-43 -
HARLEM AVE



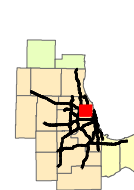
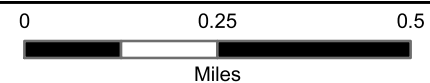
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

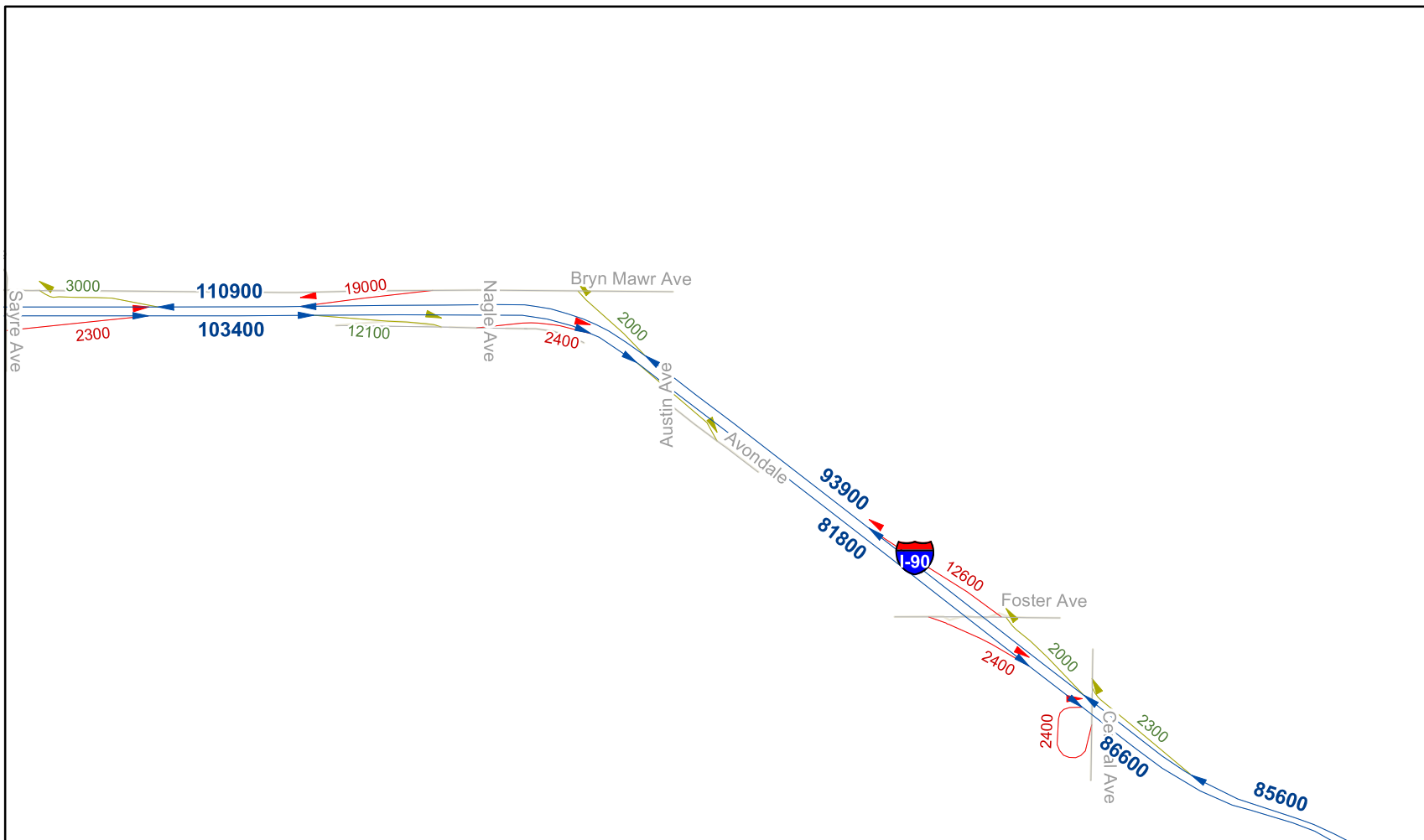
I-90 KENNEDY EXPRESSWAY @ NAGLE AVE



-  Mainlines
-  On Ramps
-  Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

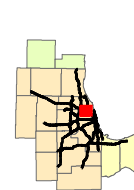
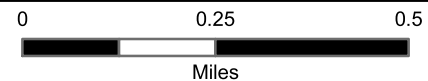


2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ AUSTIN AVE



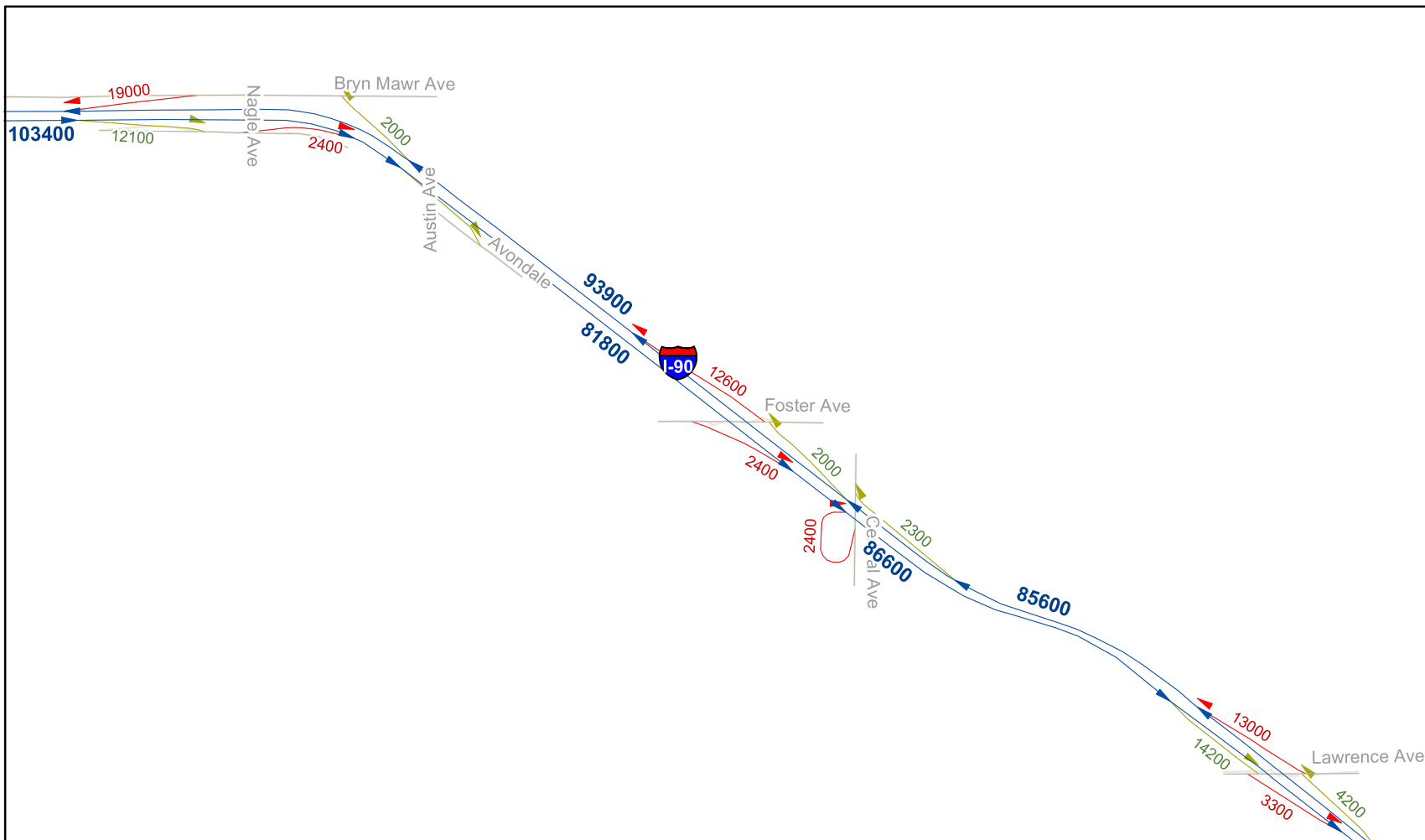
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

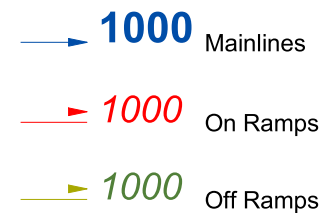
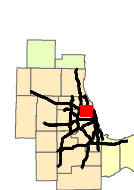
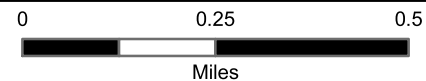


2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ FOSTER AVE

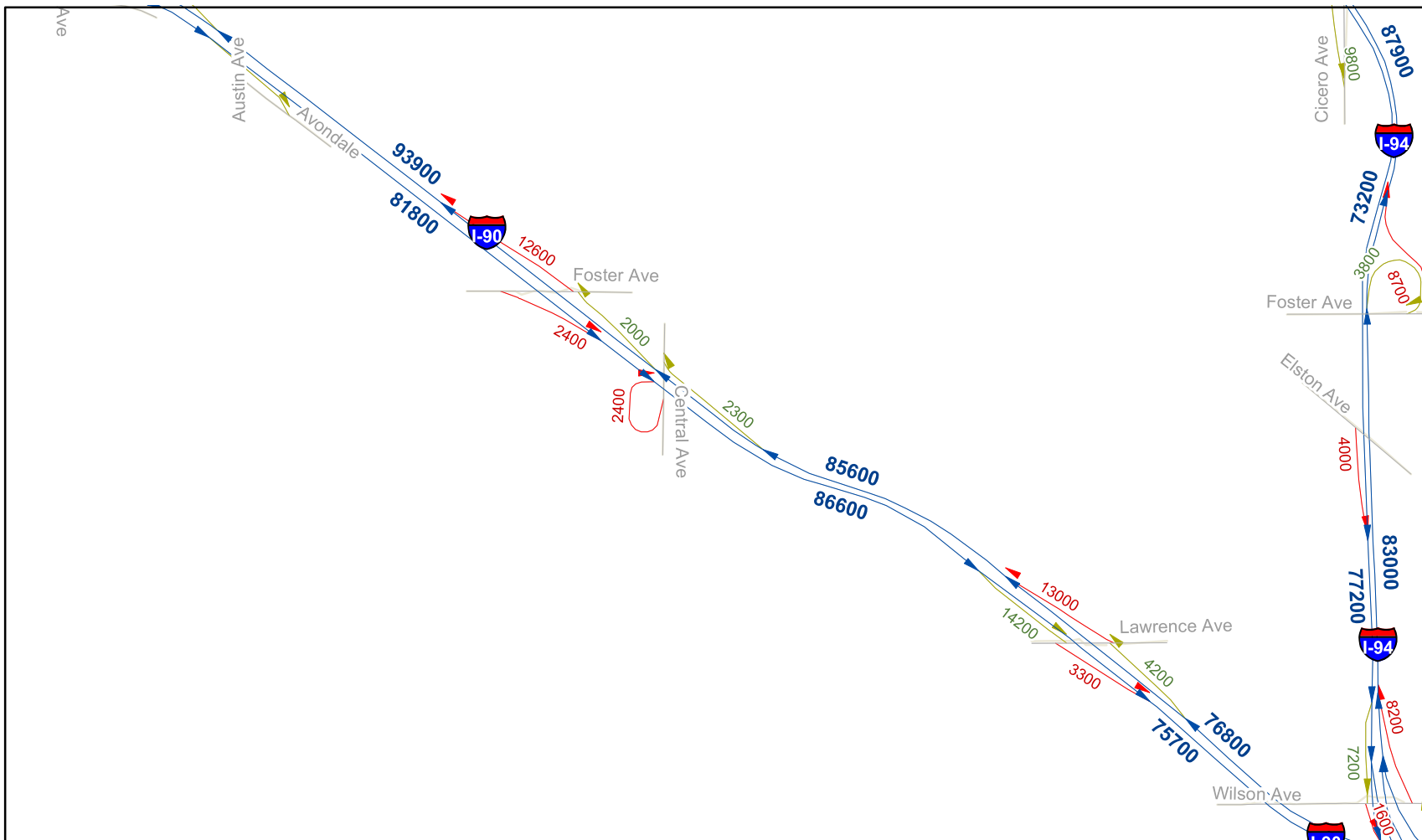


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

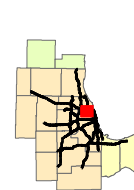
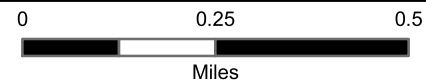


2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ CENTRAL AVE



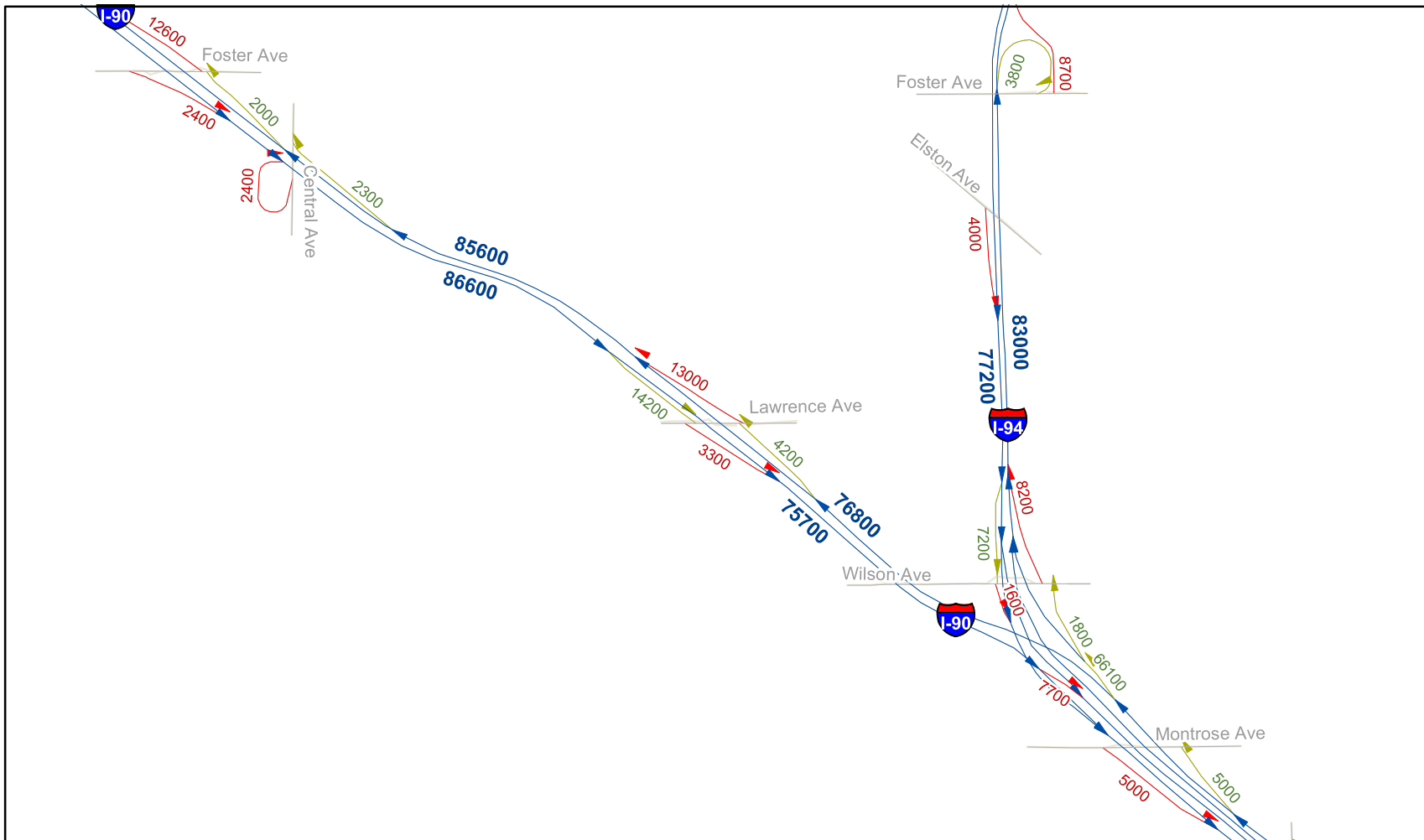
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

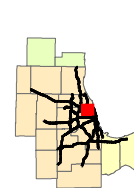


2001 AADT COUNTS

I-90 KENNEDY EXPRESSWAY @ LAWRENCE AVE



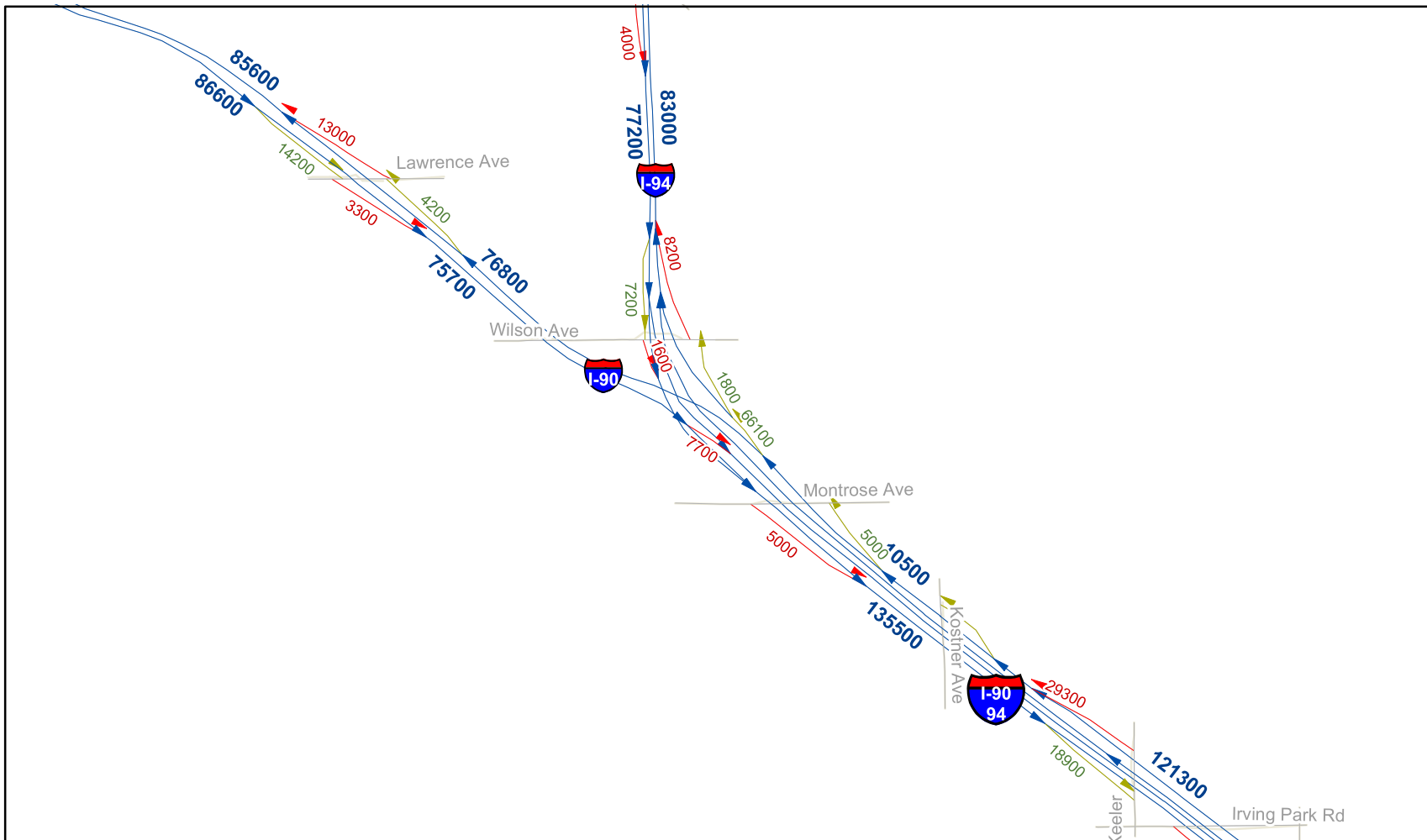
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

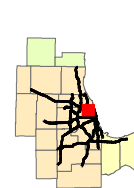
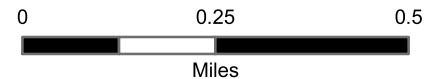


2001 AADT COUNTS

**I-90 KENNEDY EXPRESSWAY @ I-94
EDENS EXPRESSWAY AND REVERSIBLE
LANES**



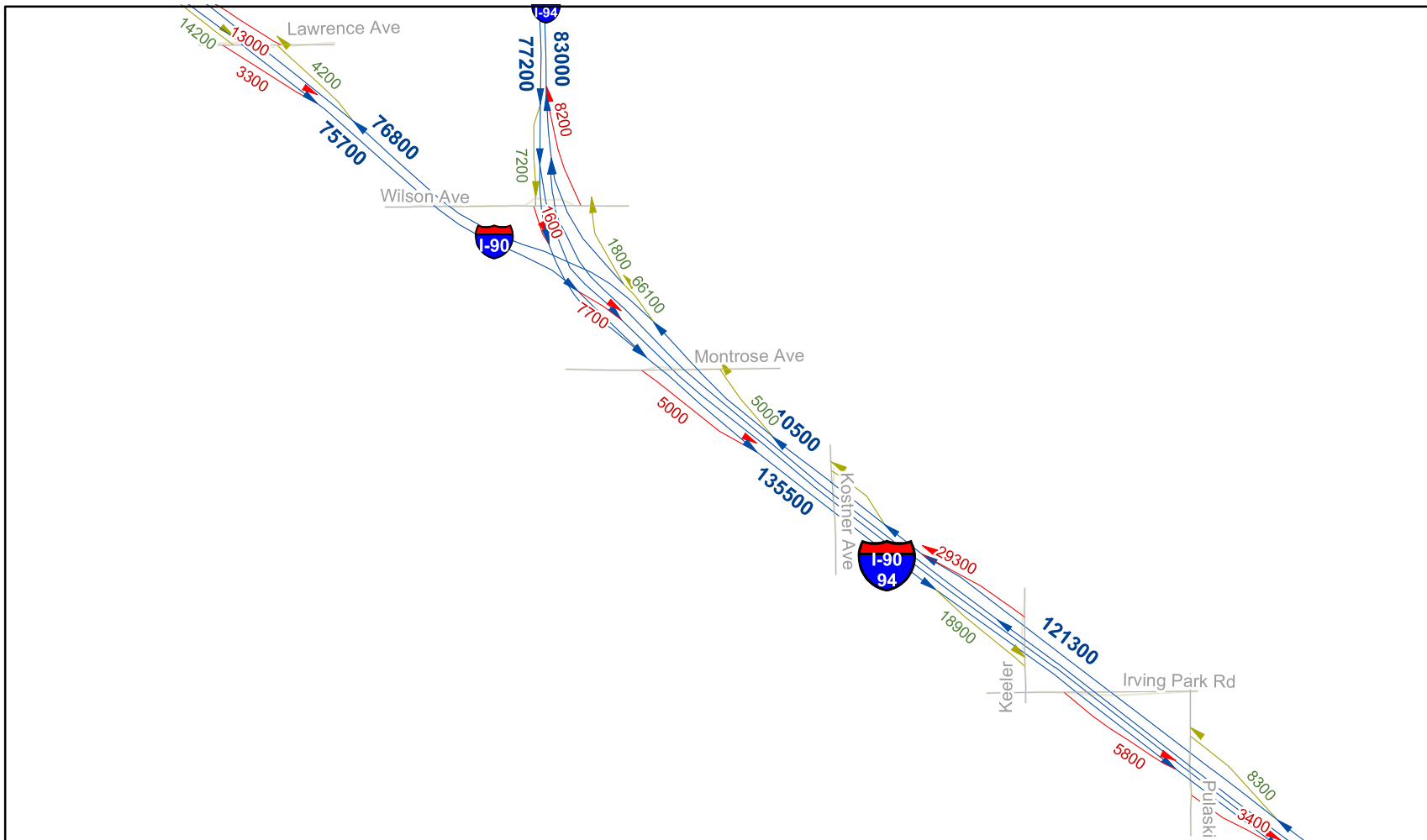
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

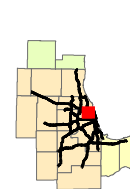
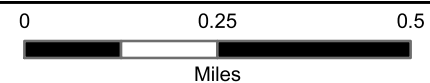
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

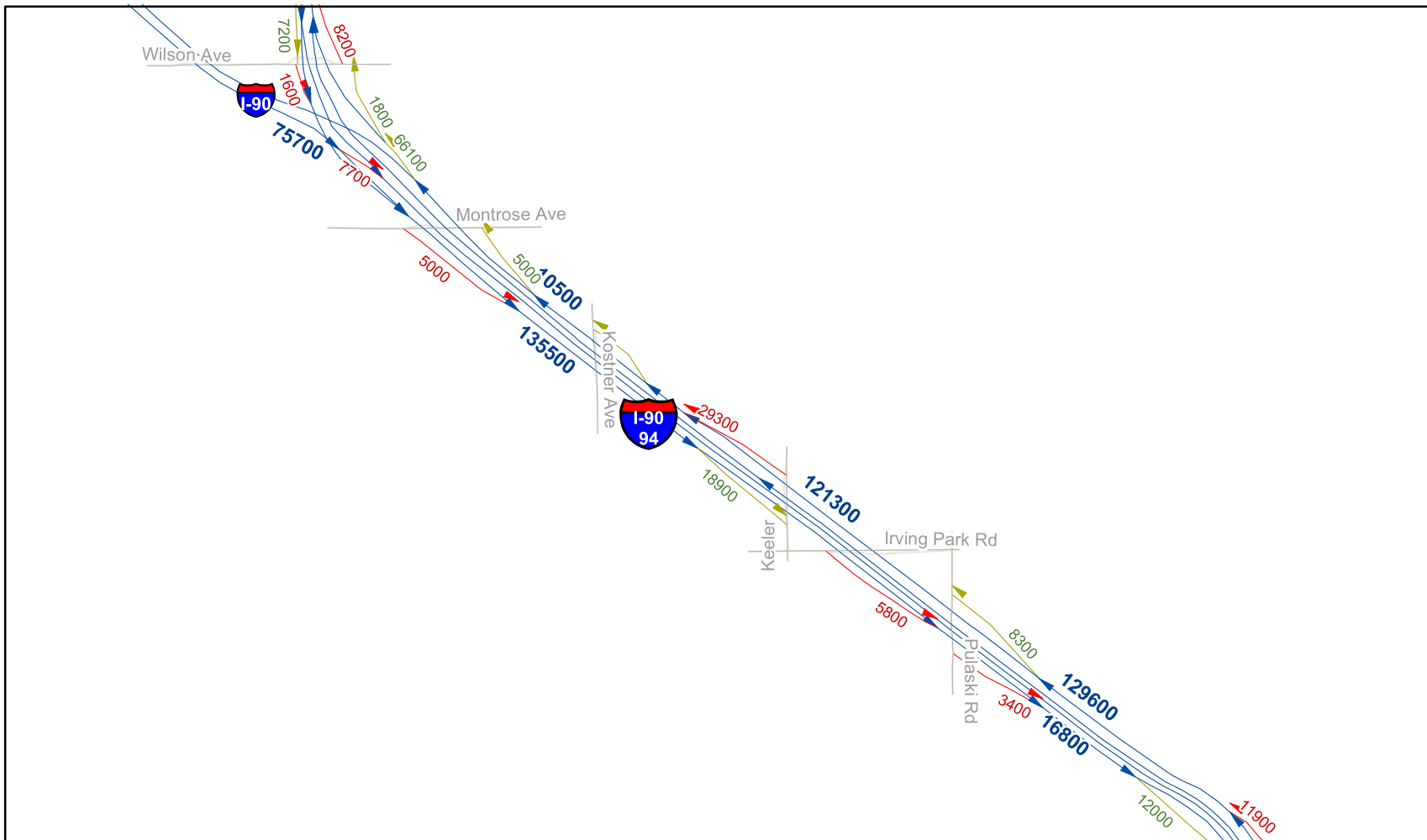
**I-90-94 KENNEDY EXPRESSWAY
@ MONTROSE AVE**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

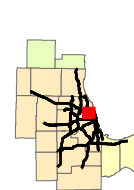
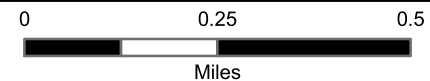
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

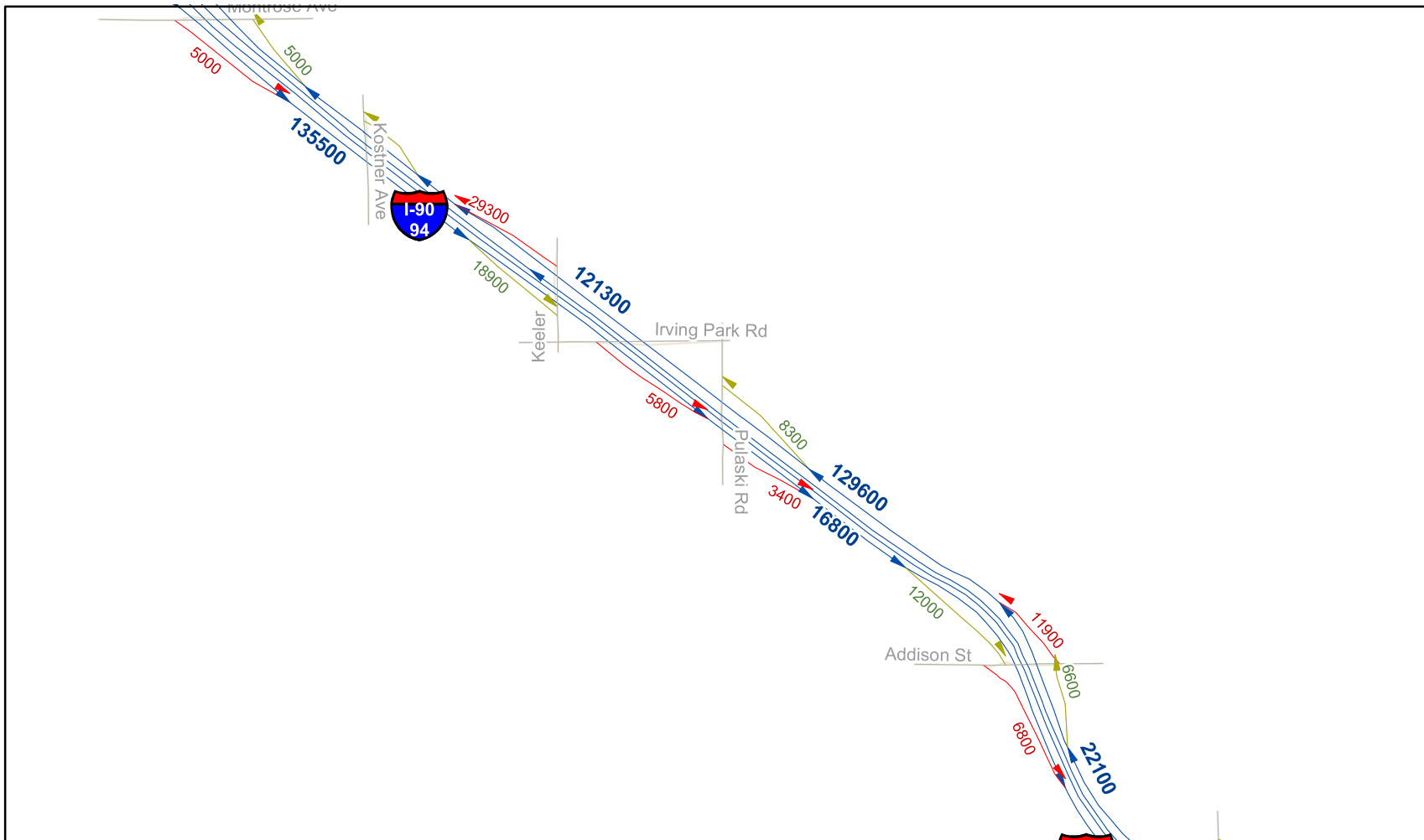
**I-90-94 KENNEDY EXPRESSWAY
@ KOSTNER AVE AND REVERSIBLE
LANES AND KEELER AVE**



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

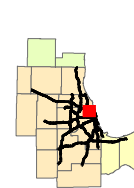
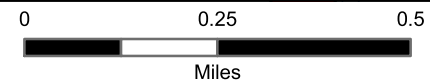


2001 AADT COUNTS

**I-90-94 KENNEDY EXPRESSWAY
@ IRVING PARK RD AND PULASKI
RD**



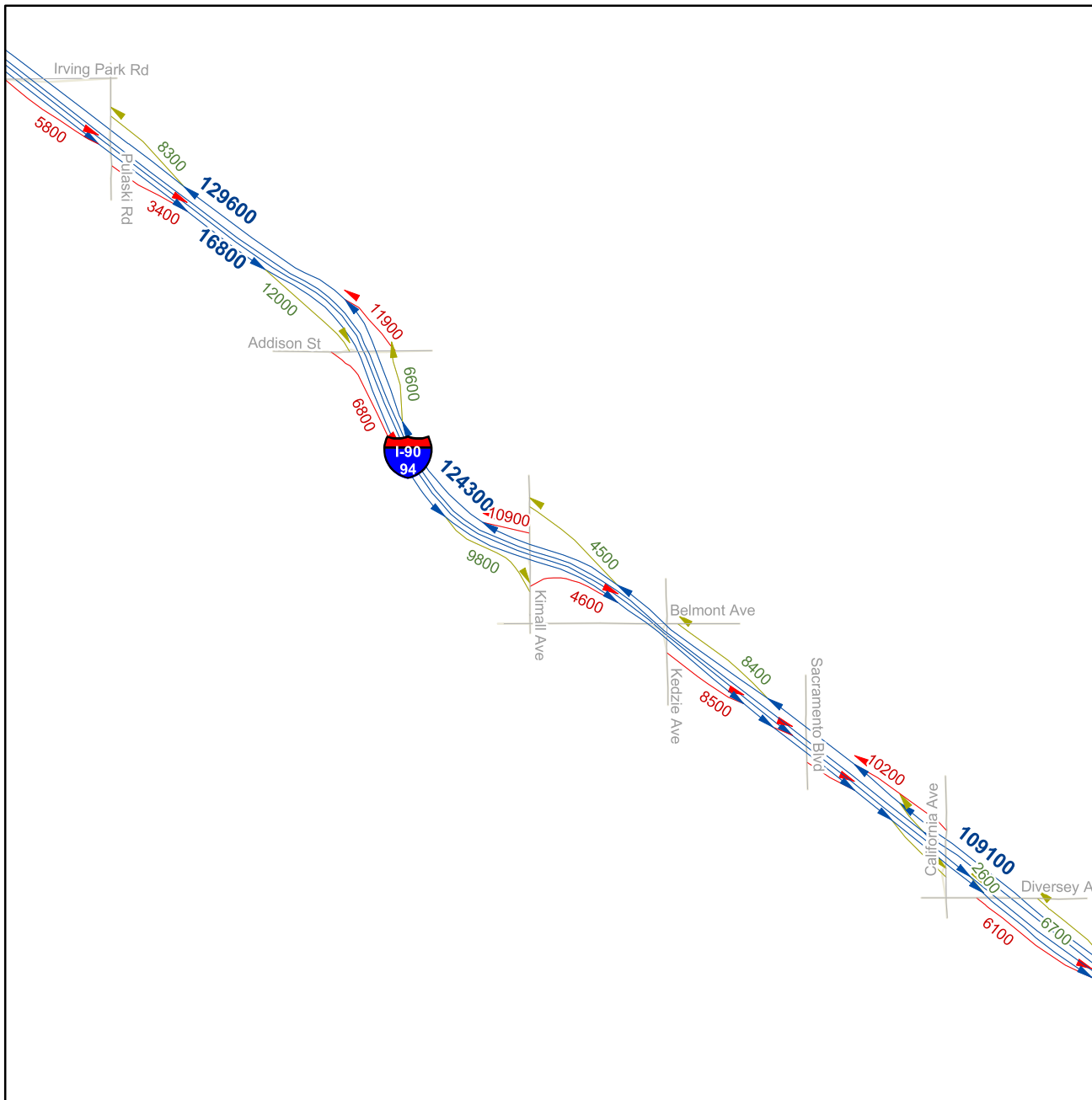
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

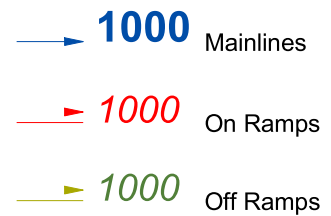
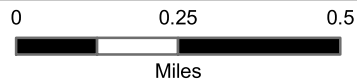


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ KIMBALL
AVE**

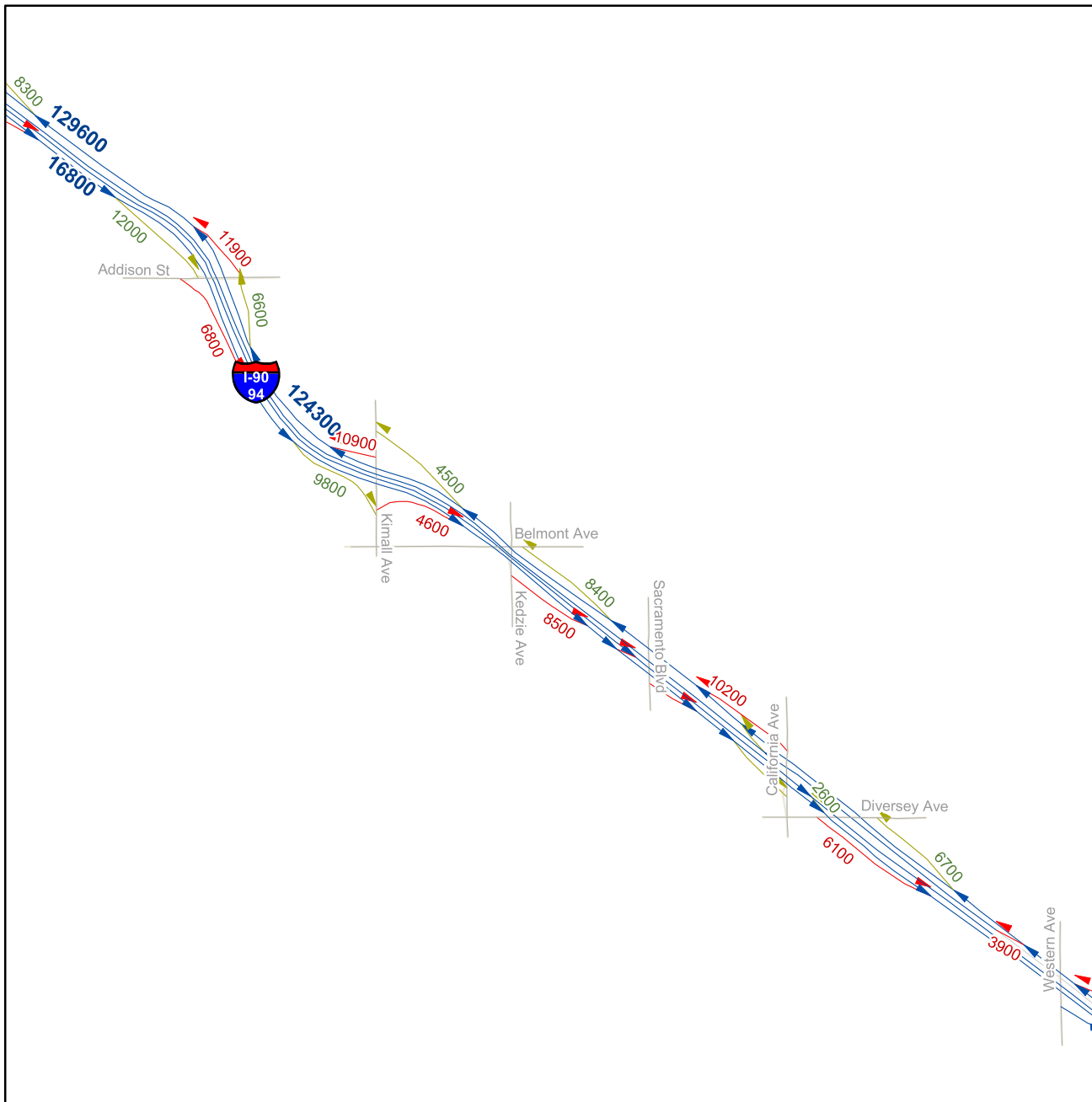


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

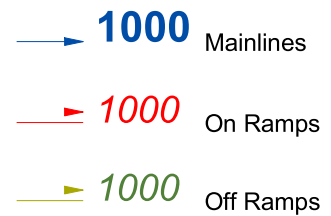
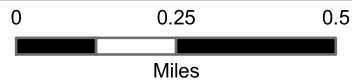


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ KEDZIE
AVE AND BELMONT
AVE**

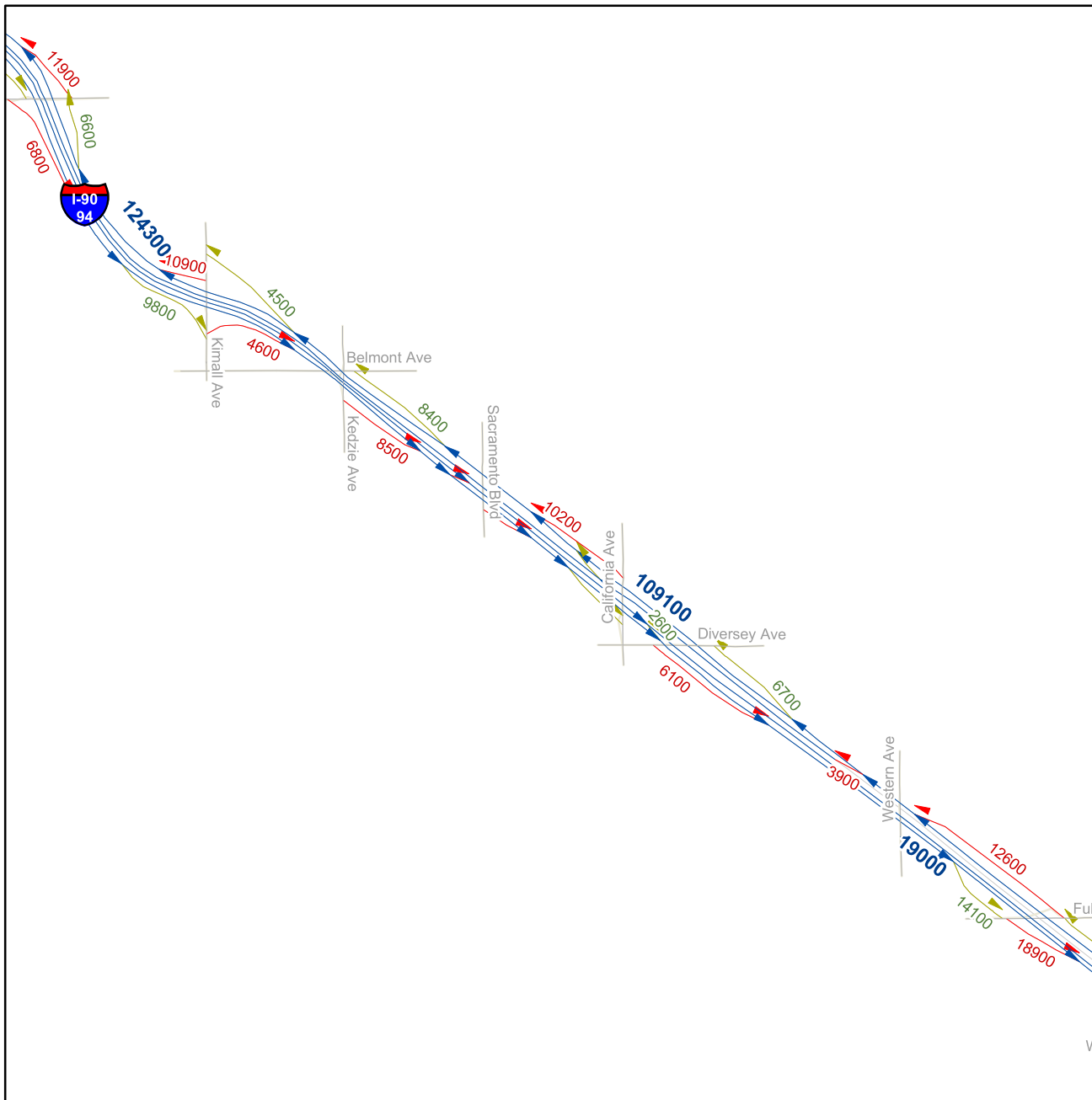


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

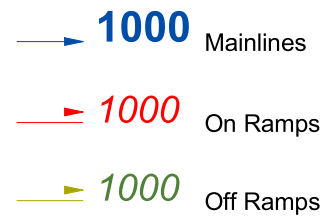
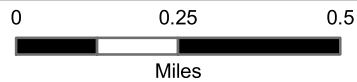


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ SACRAMENTO
BLVD**

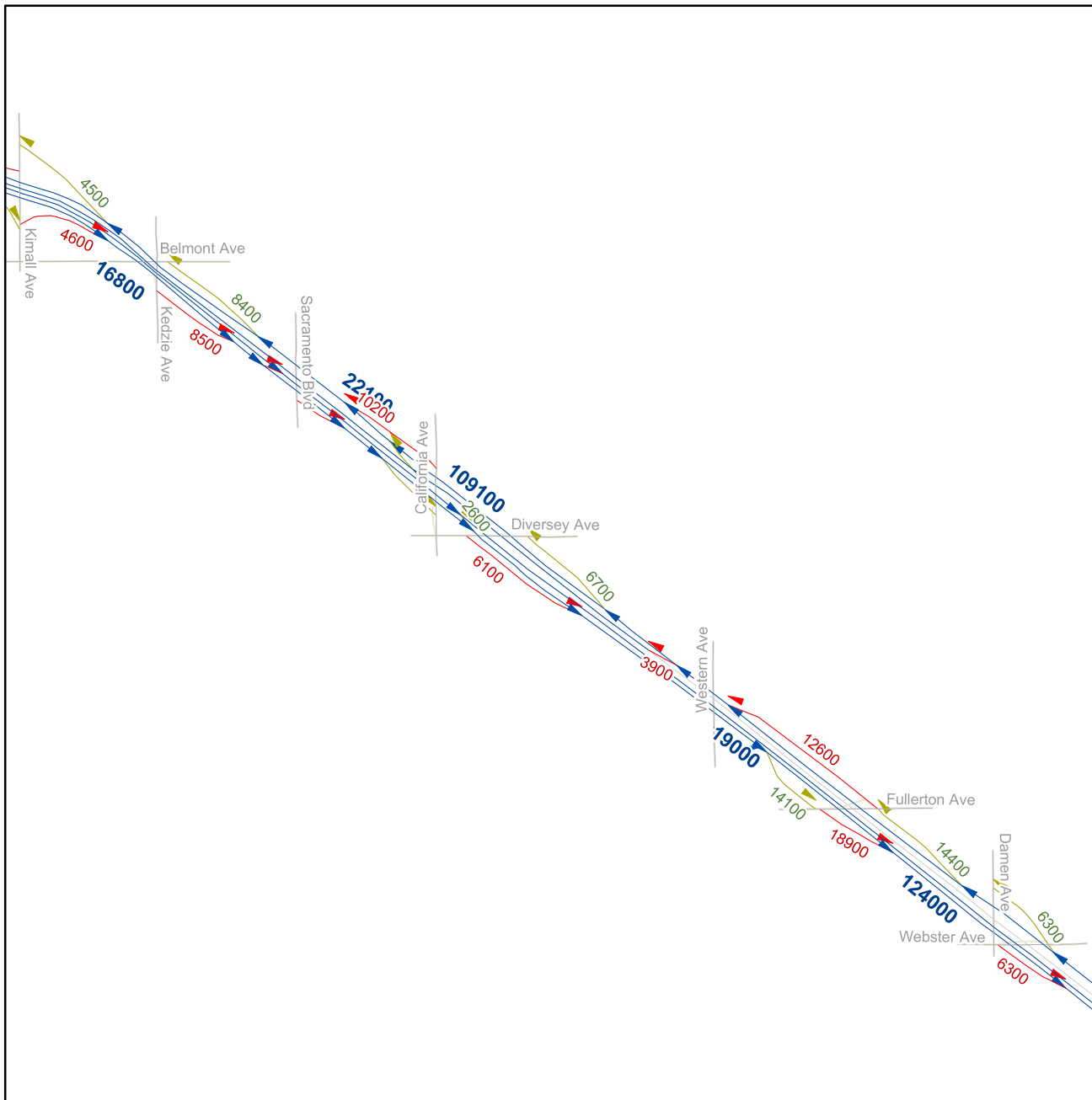


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

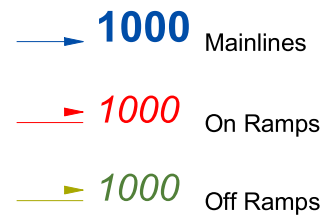
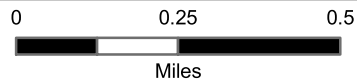


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ CALIFORNIA
AVE AND DIVERSEY
AVE**

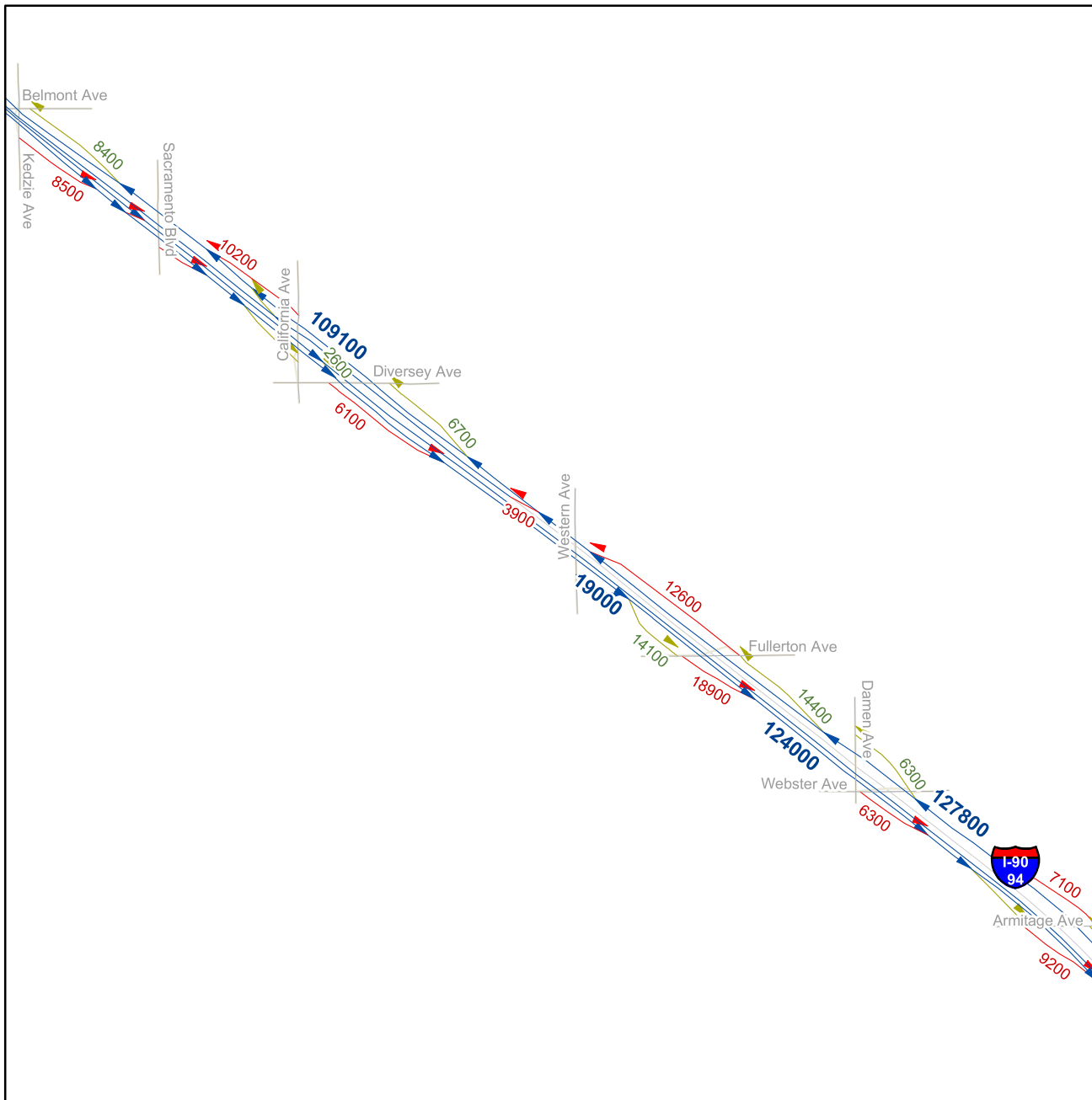


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

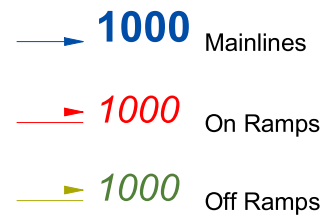
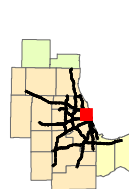
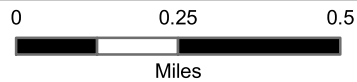


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ WESTERN
AVE**

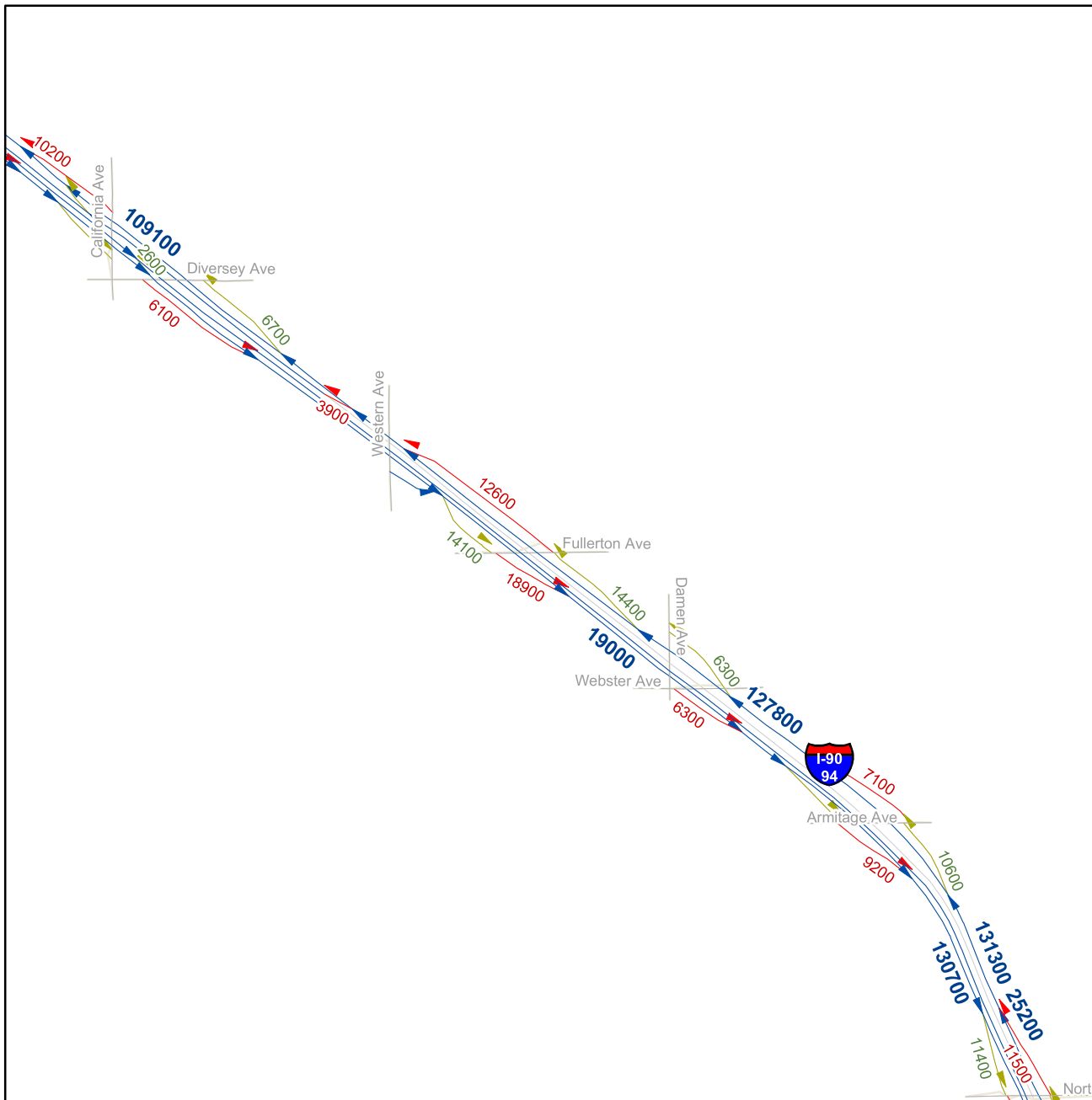


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

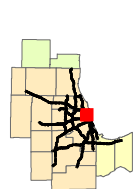
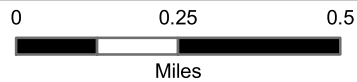


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ FULLERTON
AVE**



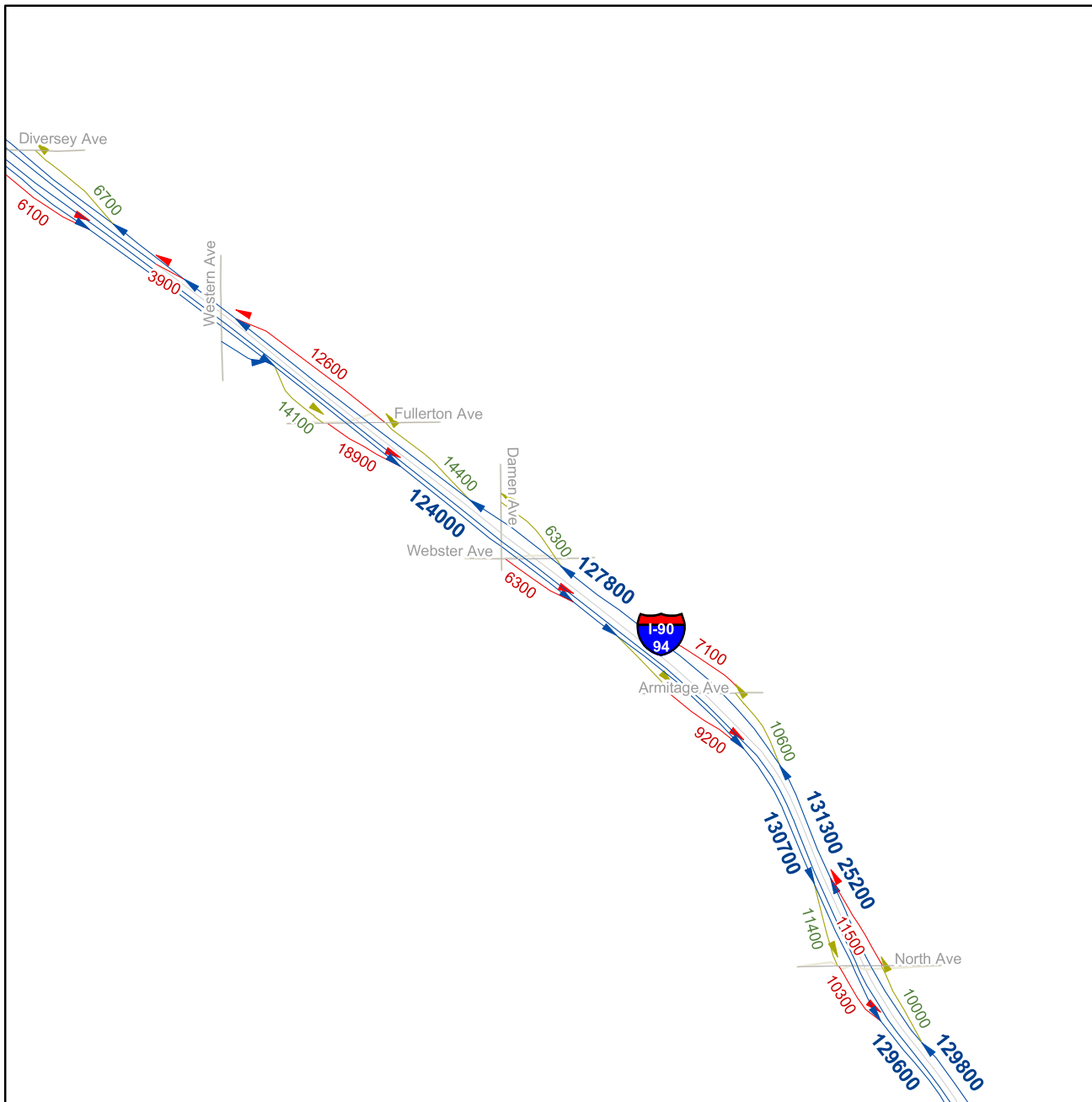
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

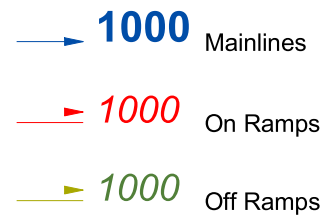
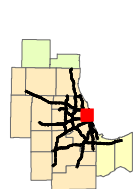
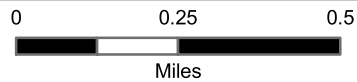


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ DAMEN
AVE AND WEBSTER
AVE**

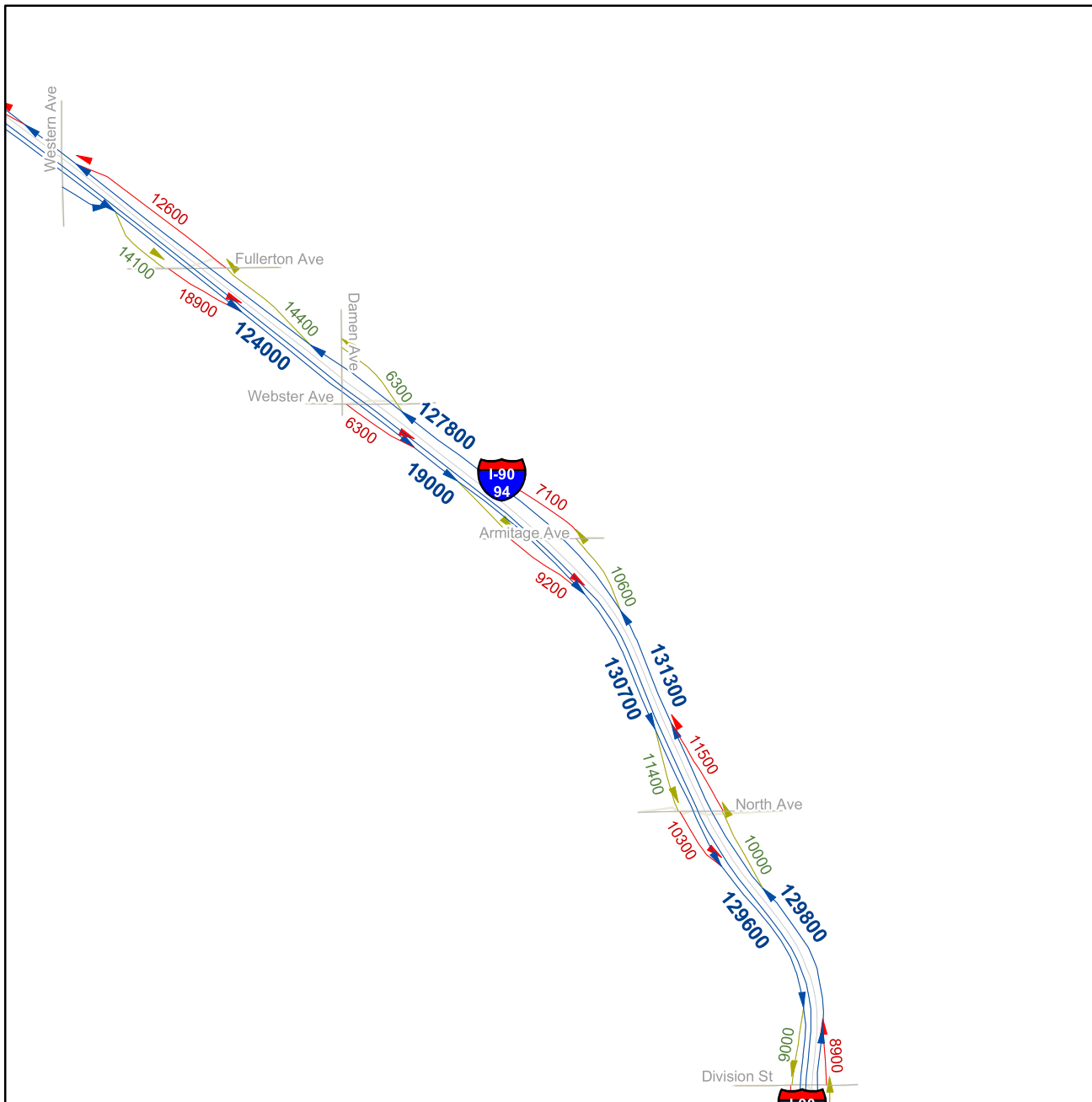


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

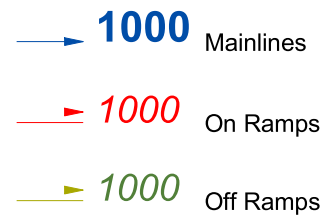
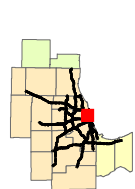
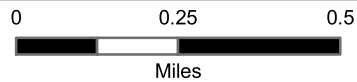


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ ARMITAGE
AVE**



The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

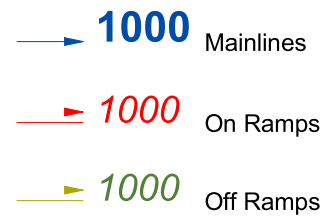
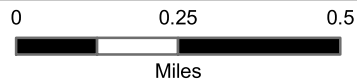


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ IL
ROUTE 64 - NORTH
AVE**

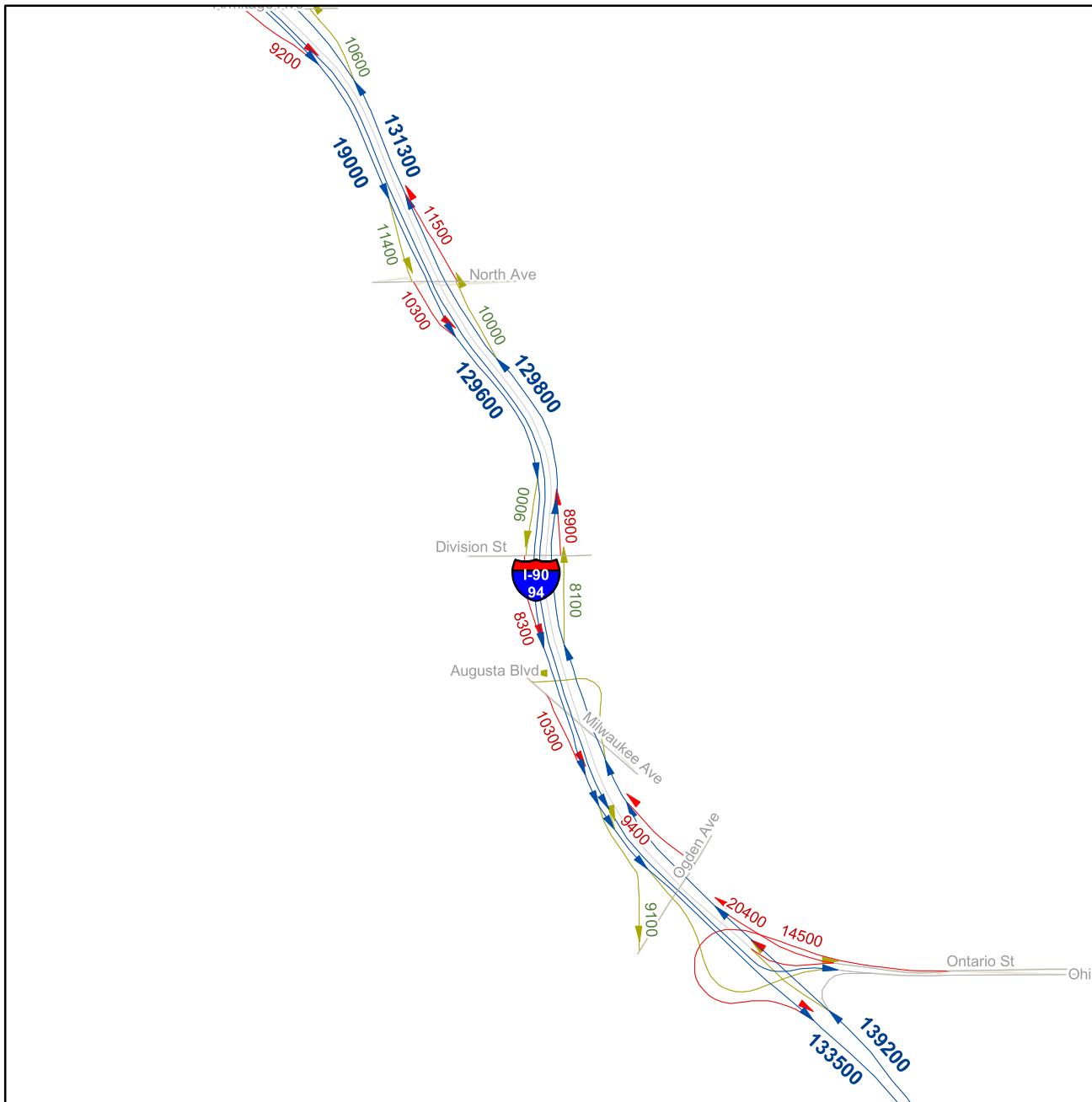


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

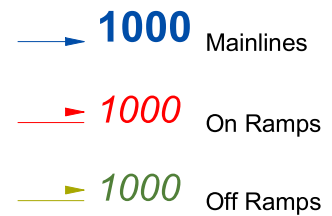
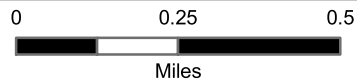


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ DIVISION
ST**

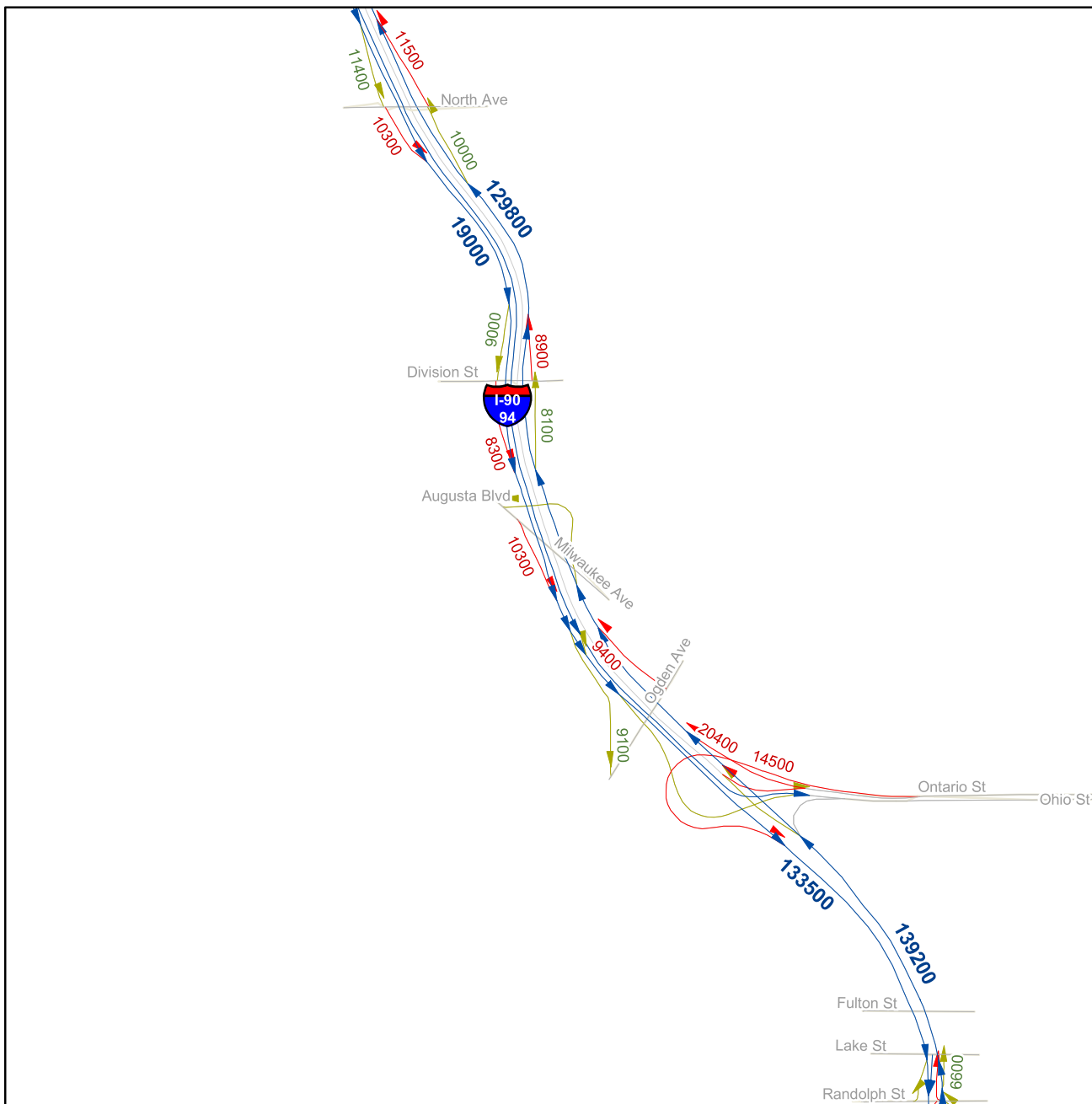


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

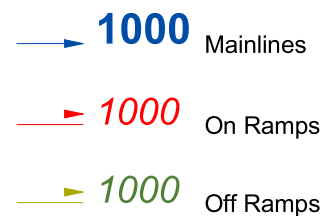
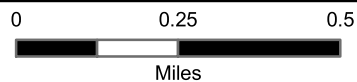


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ AUGUSTA
BLVD AND MILWAUKEE
AVE**



The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

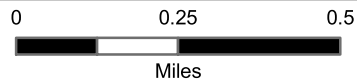


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ OGDEN
AVE**



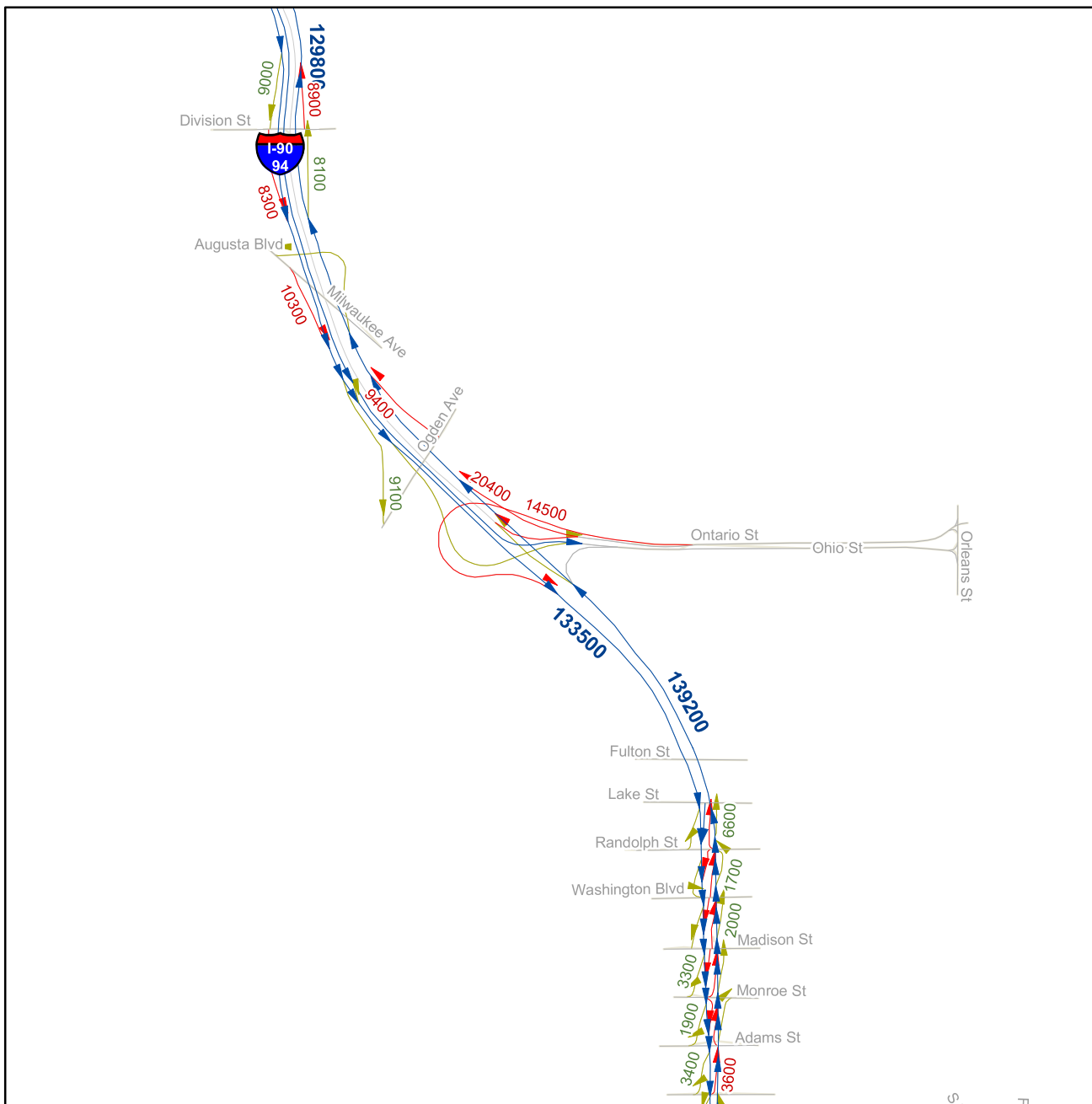
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

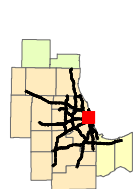
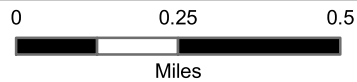


2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ OHIO
ST AND ONTARIO ST
FEEDER RAMPS**



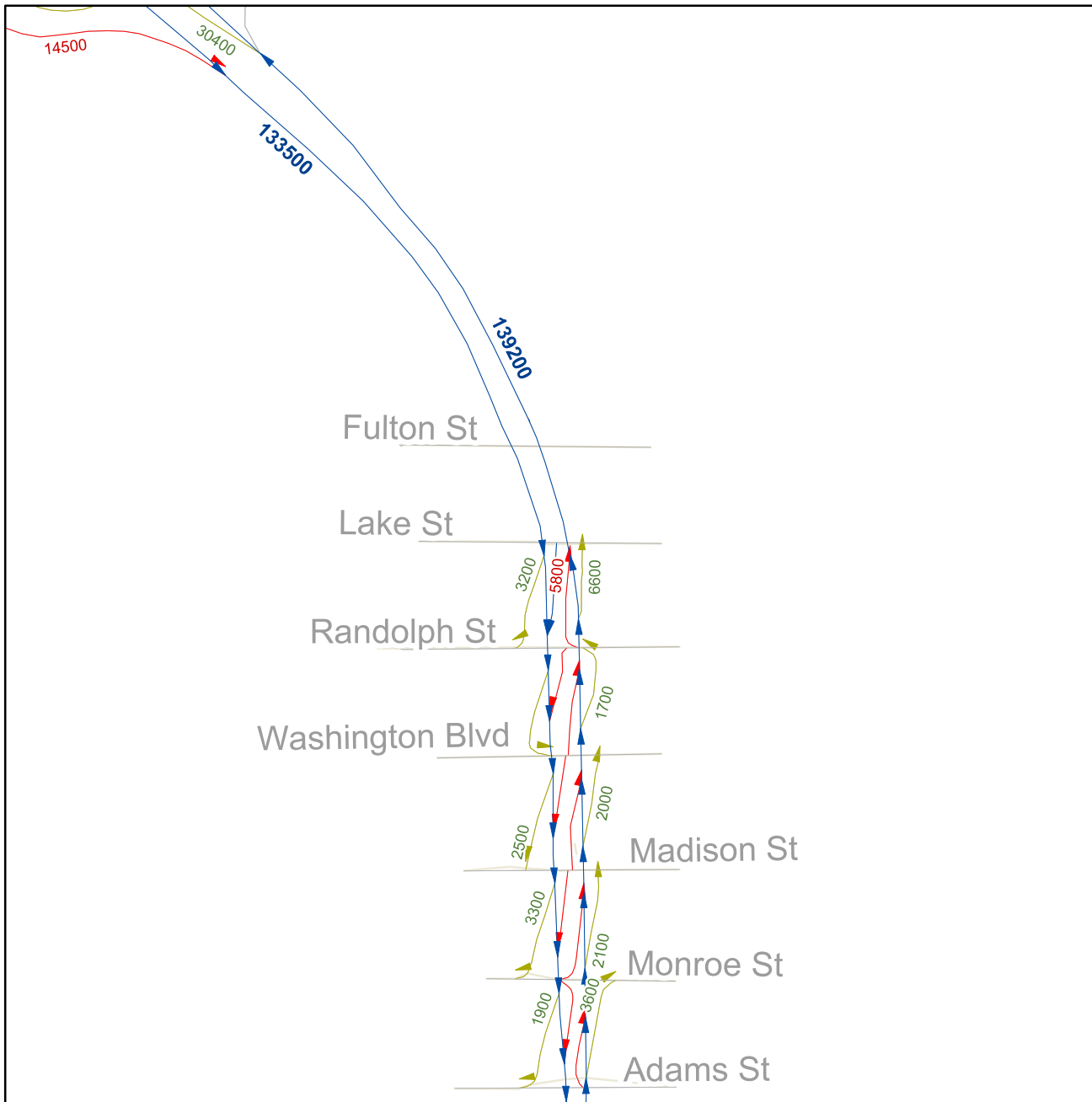
The Chicago Area Transportation Study



- ➡ **1000** Mainlines
- ➡ **1000** On Ramps
- ➡ **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

**I-90-94 KENNEDY
EXPRESSWAY @ LAKE
ST AND RANDOLPH
ST**



The Chicago Area Transportation Study

0 0.125 0.25
Miles



→ **1000** Mainlines
→ **1000** On Ramps
→ **1000** Off Ramps

— Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

Washington Blvd

Madison St

Monroe St

Adams St

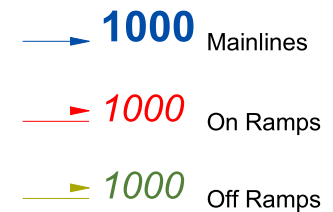
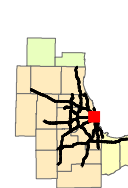
S Wacker

2001 AADT COUNTS

**I-90-94 KENNEDY EXPRESSWAY
@ WASHINGTON ST AND MADISON
ST AND MONROE ST**

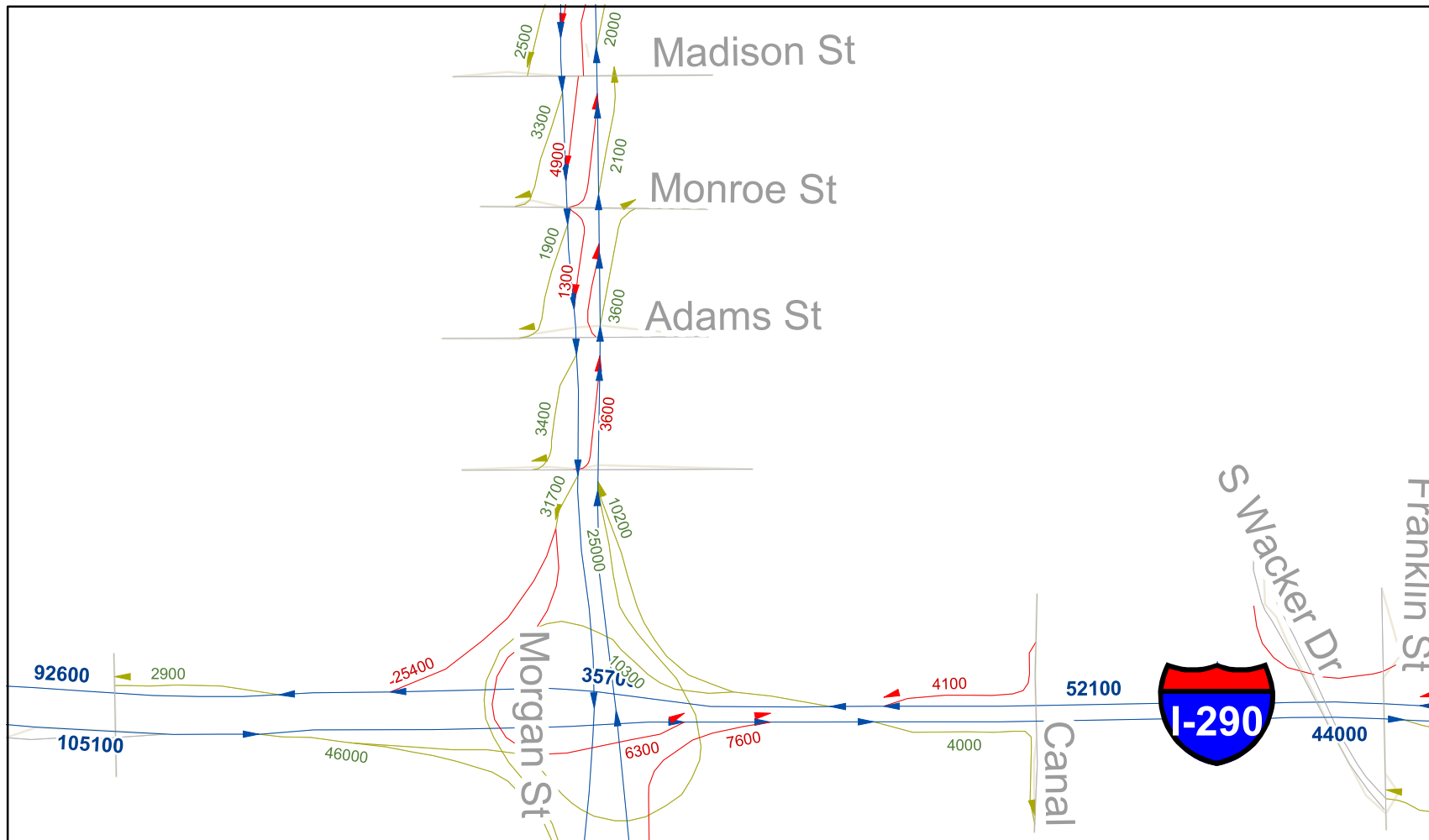


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

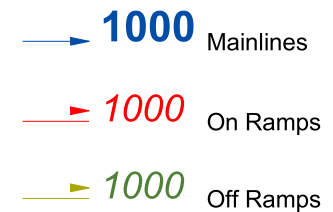
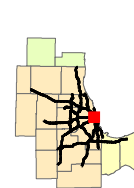


2001 AADT COUNTS

**I-90-94 KENNEDY EXPRESSWAY
@ MONROE ST AND ADAMS ST AND
JACKSON BLVD**



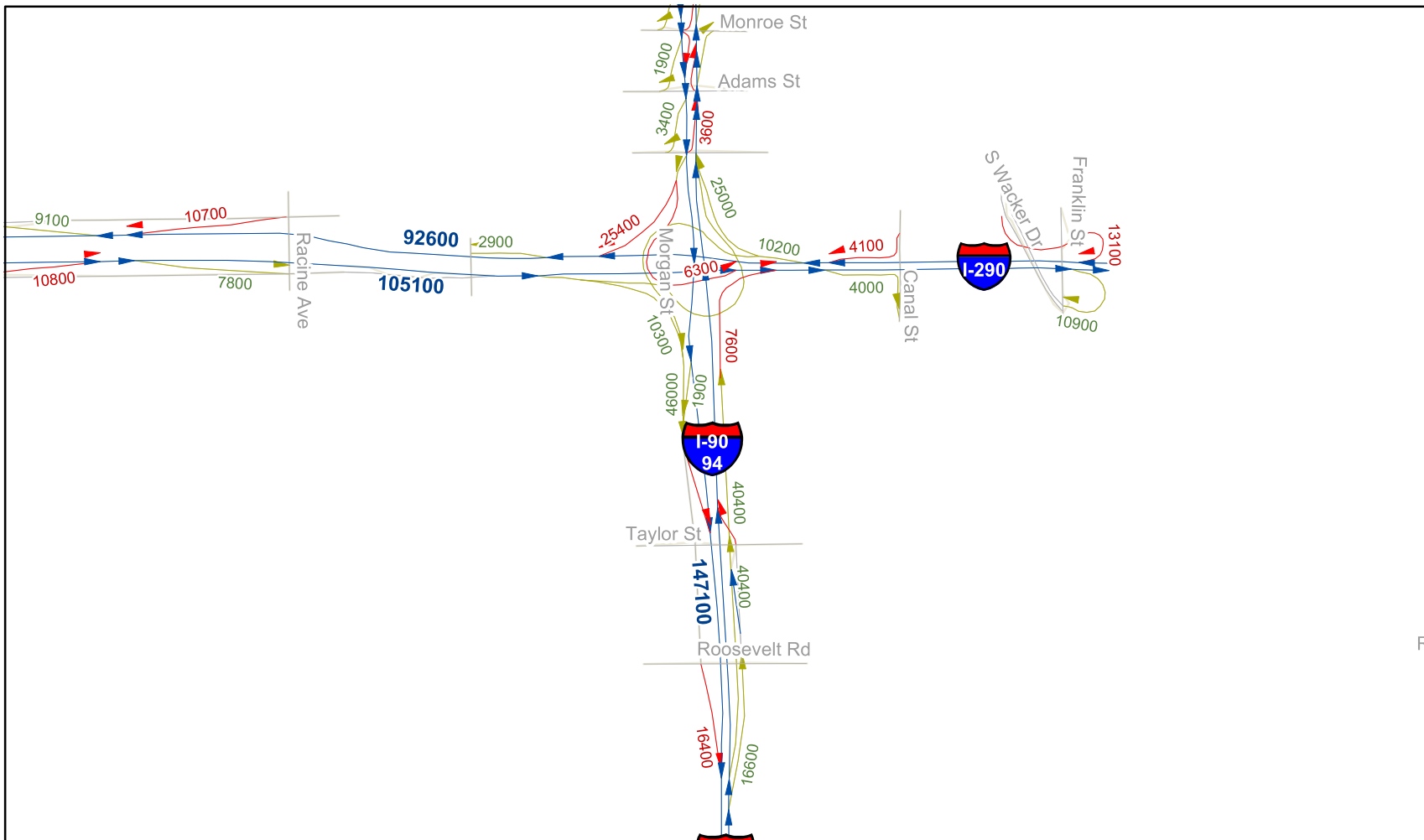
The Chicago Area Transportation Study



Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

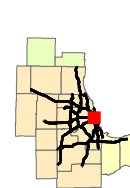
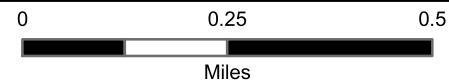


2001 AADT COUNTS

**I-90-94 DAN RYAN EXPRESSWAY
@ TAYLOR ST AND I-290 EISENHOWER
EXPRESSWAY RAMPS**



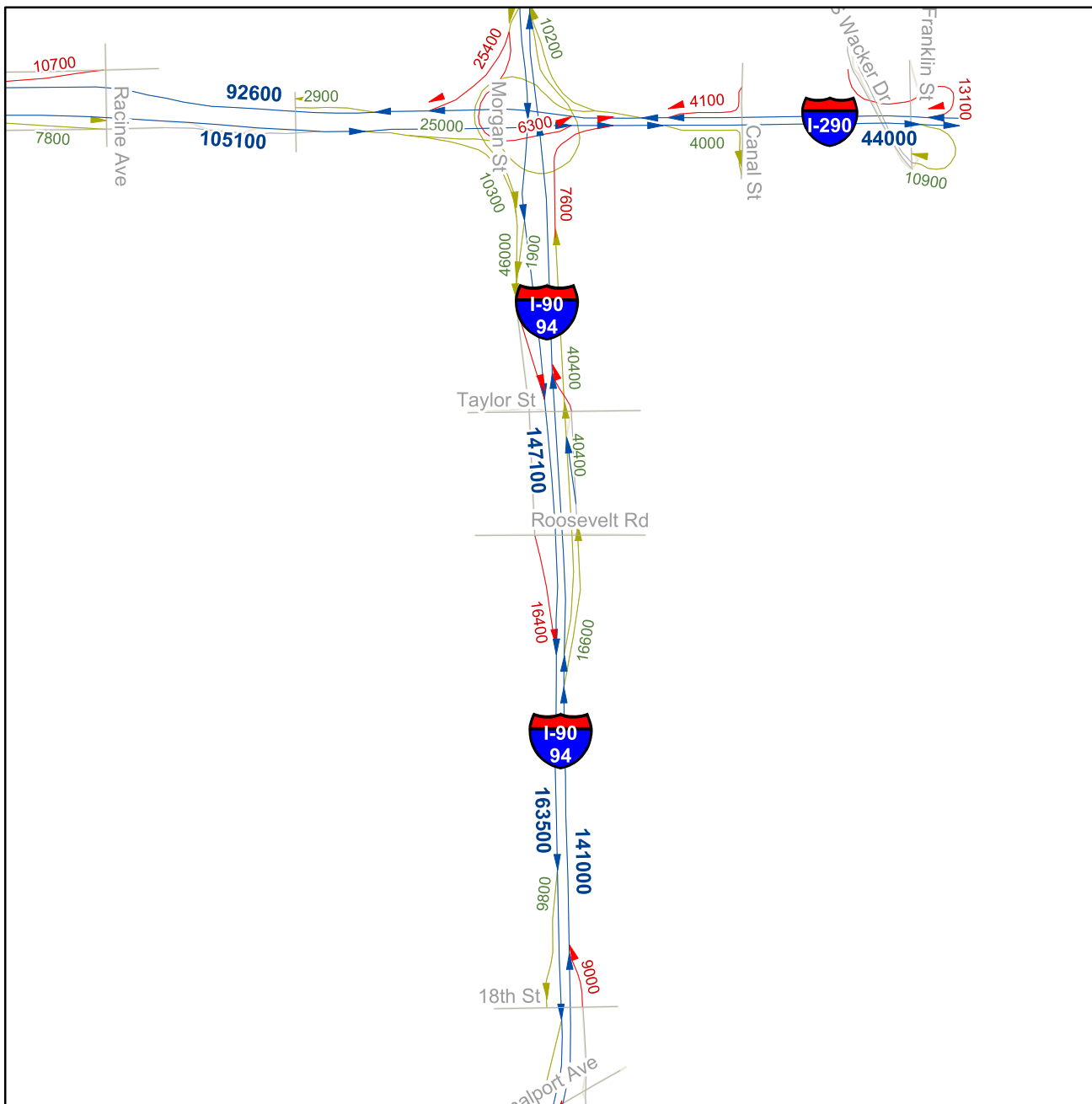
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

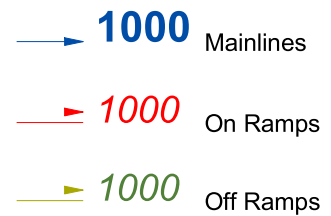
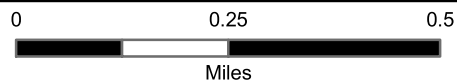


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ ROOSEVELT
RD AND EISENHOWER
EXPRESSWAY RAMP**

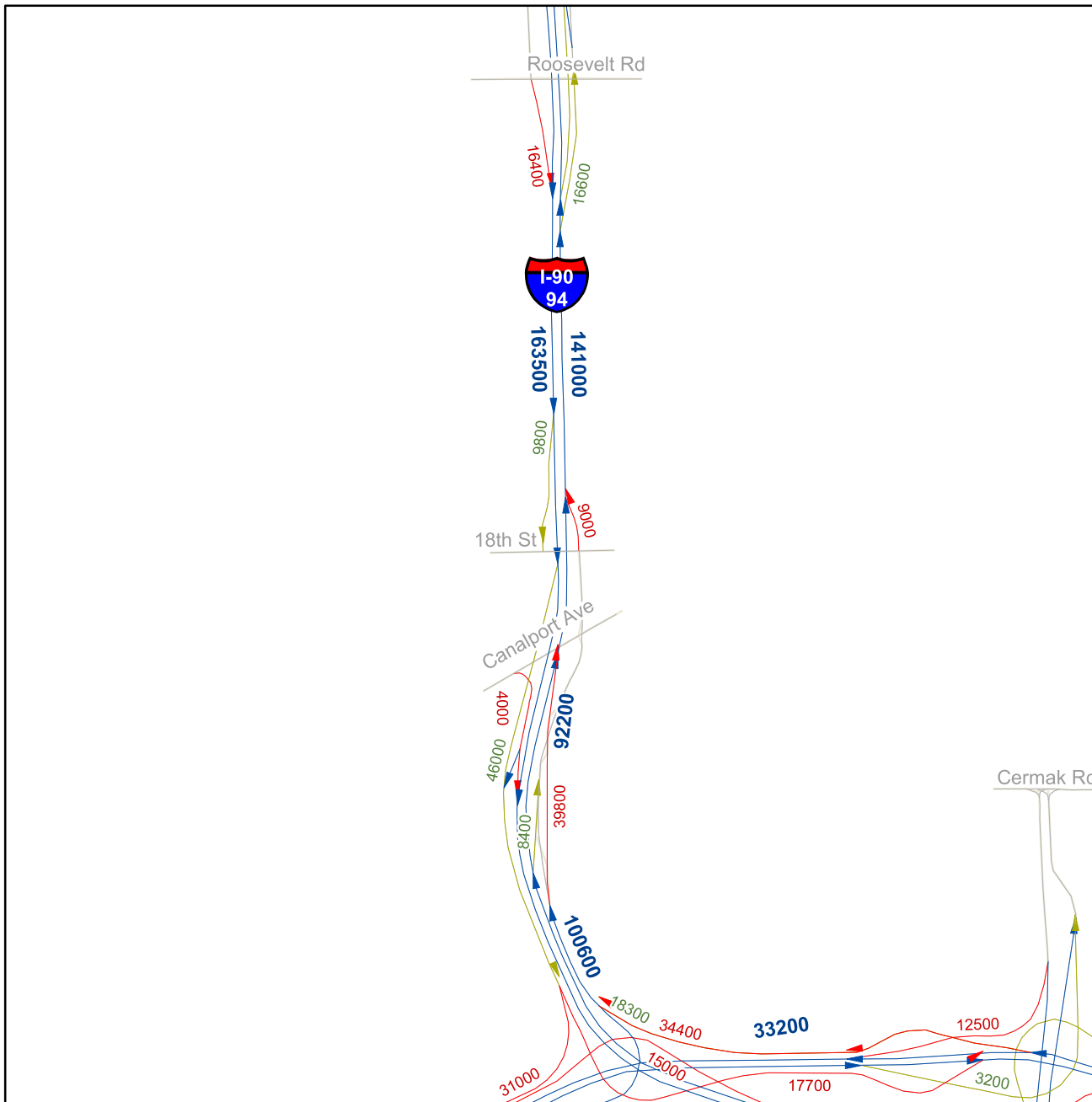


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

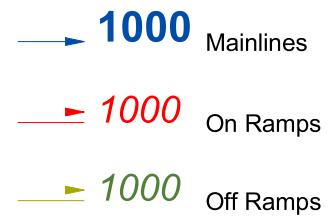
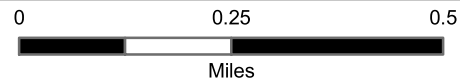


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 18TH
ST**

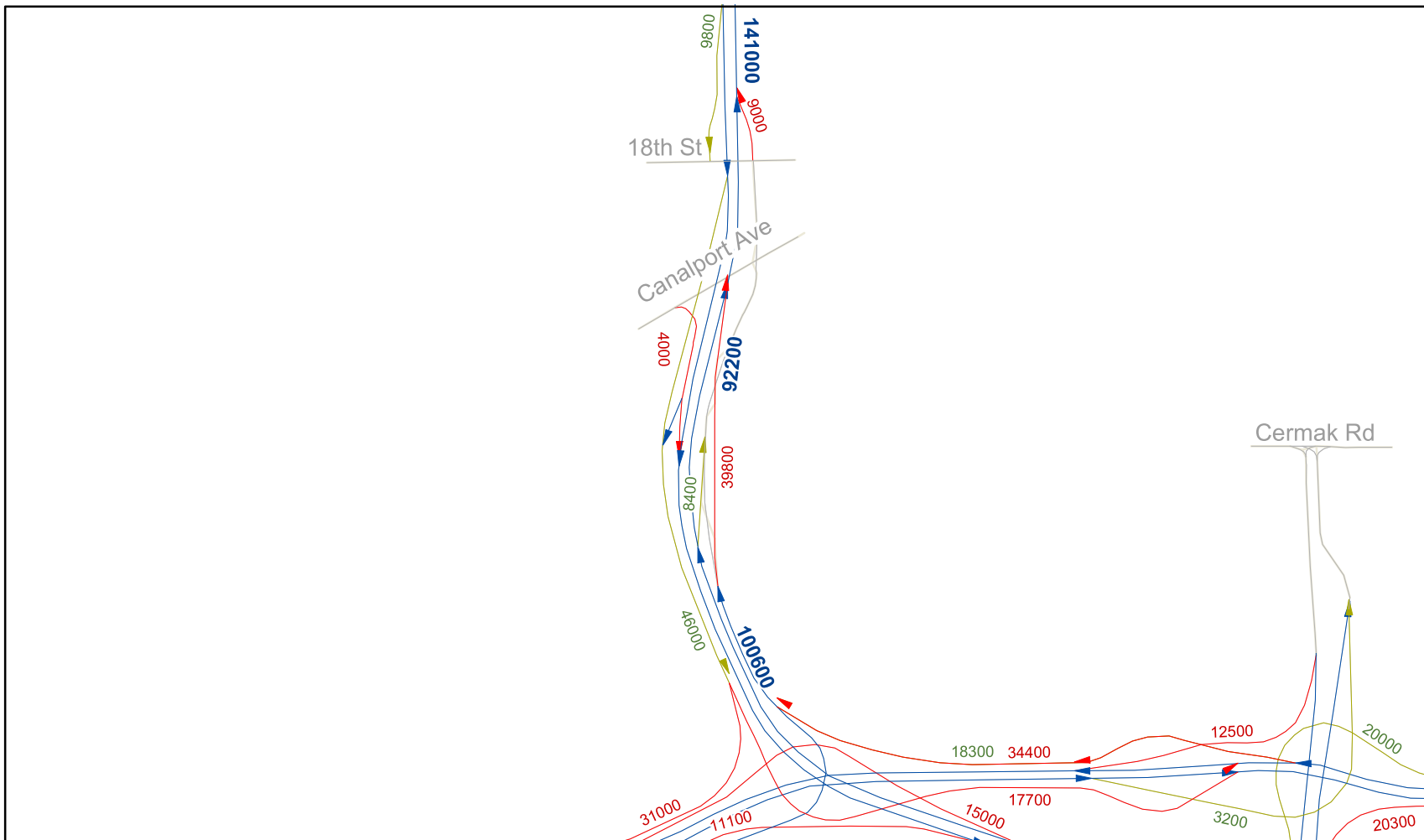


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

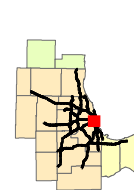
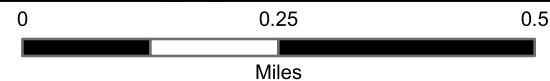


2001 AADT COUNTS

**I-90-94 DAN RYAN EXPRESSWAY
@ CANALPORT AVE**



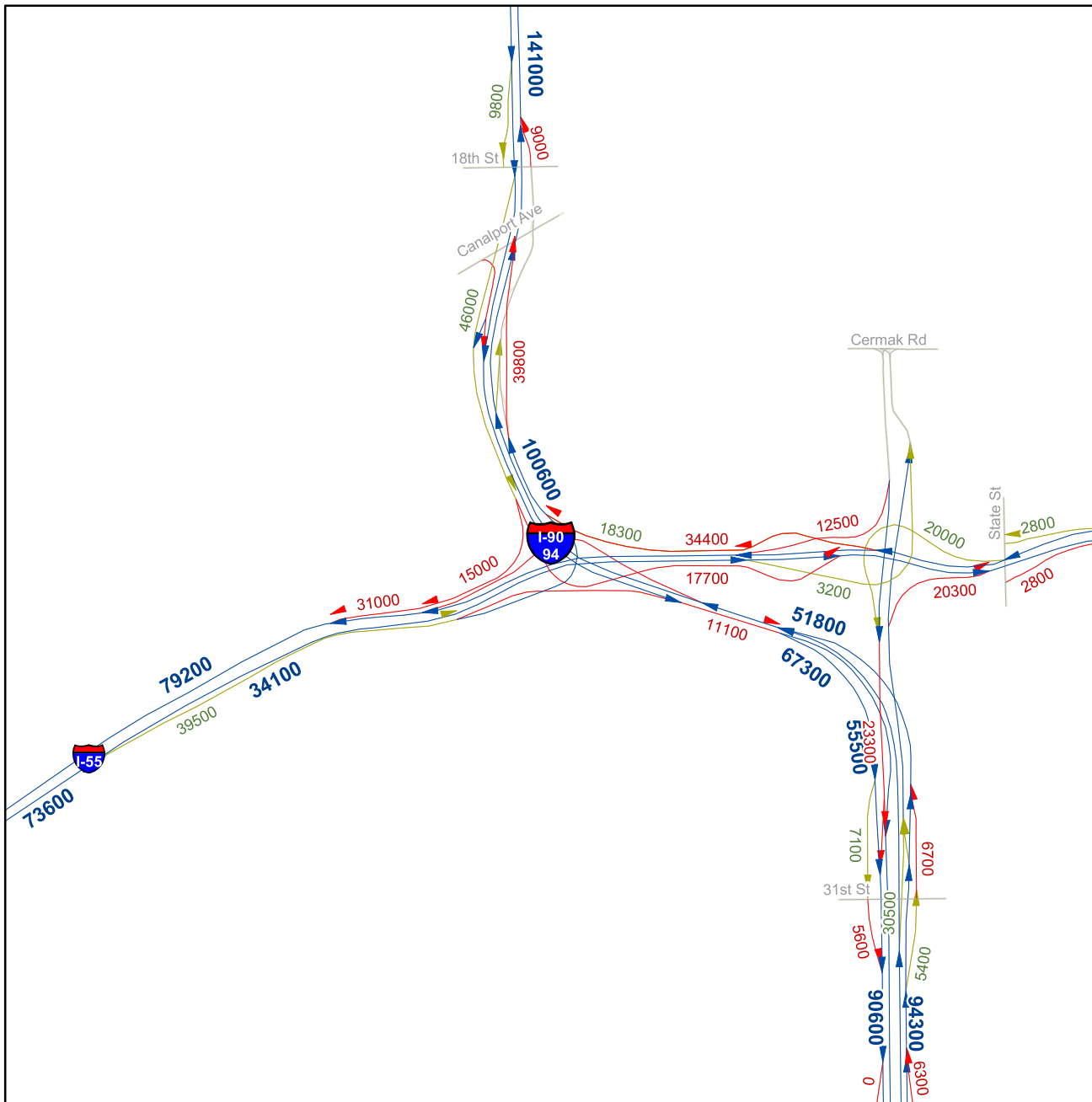
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

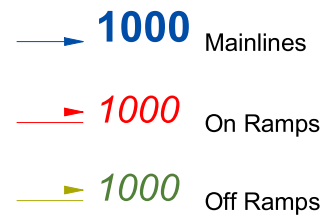
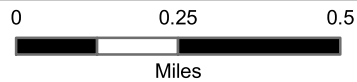


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ I-55
STEVENSON EXPRESSWAY**

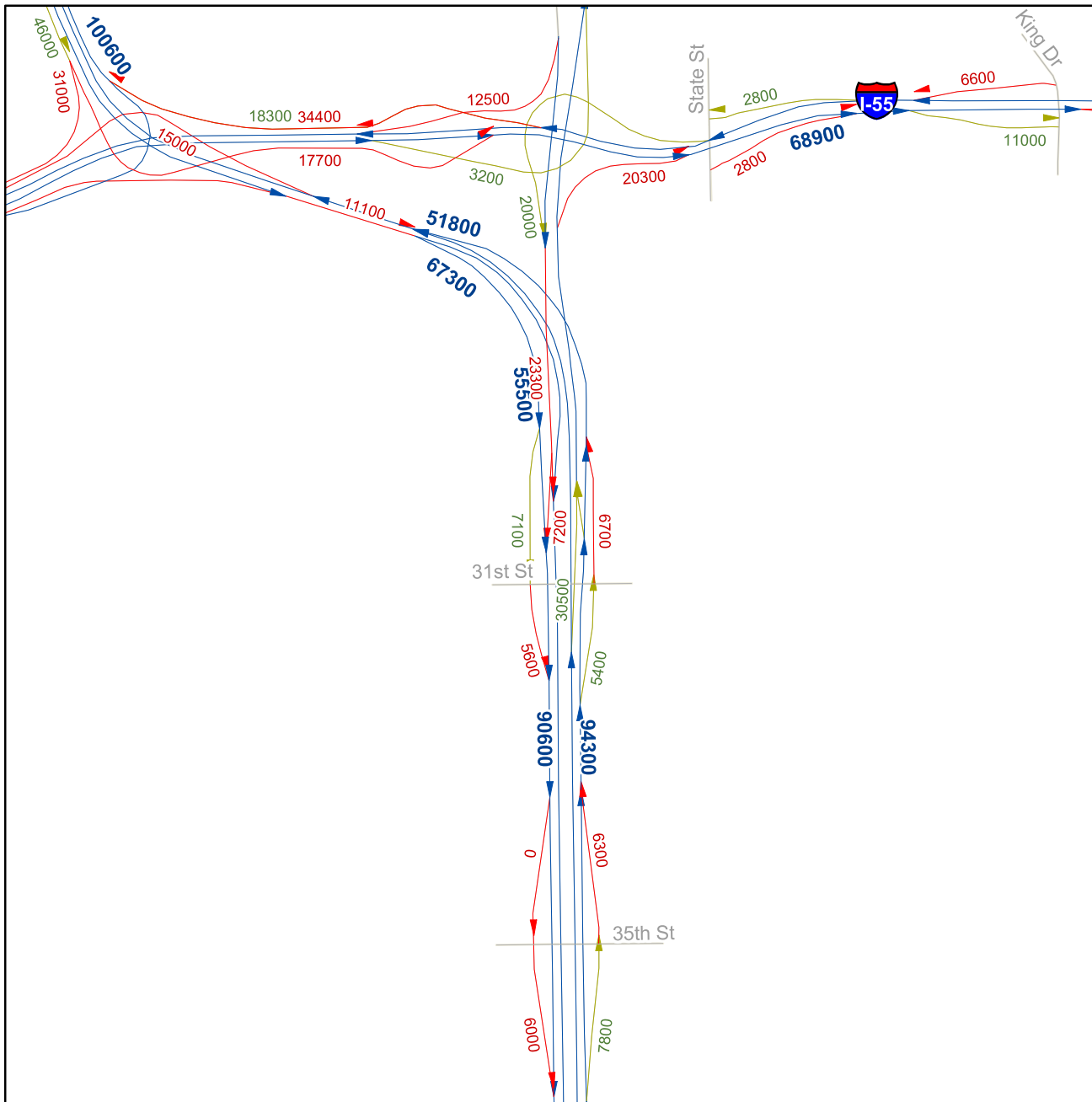


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

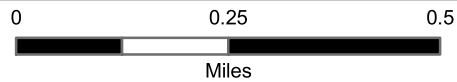


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 31ST
ST NORTH**



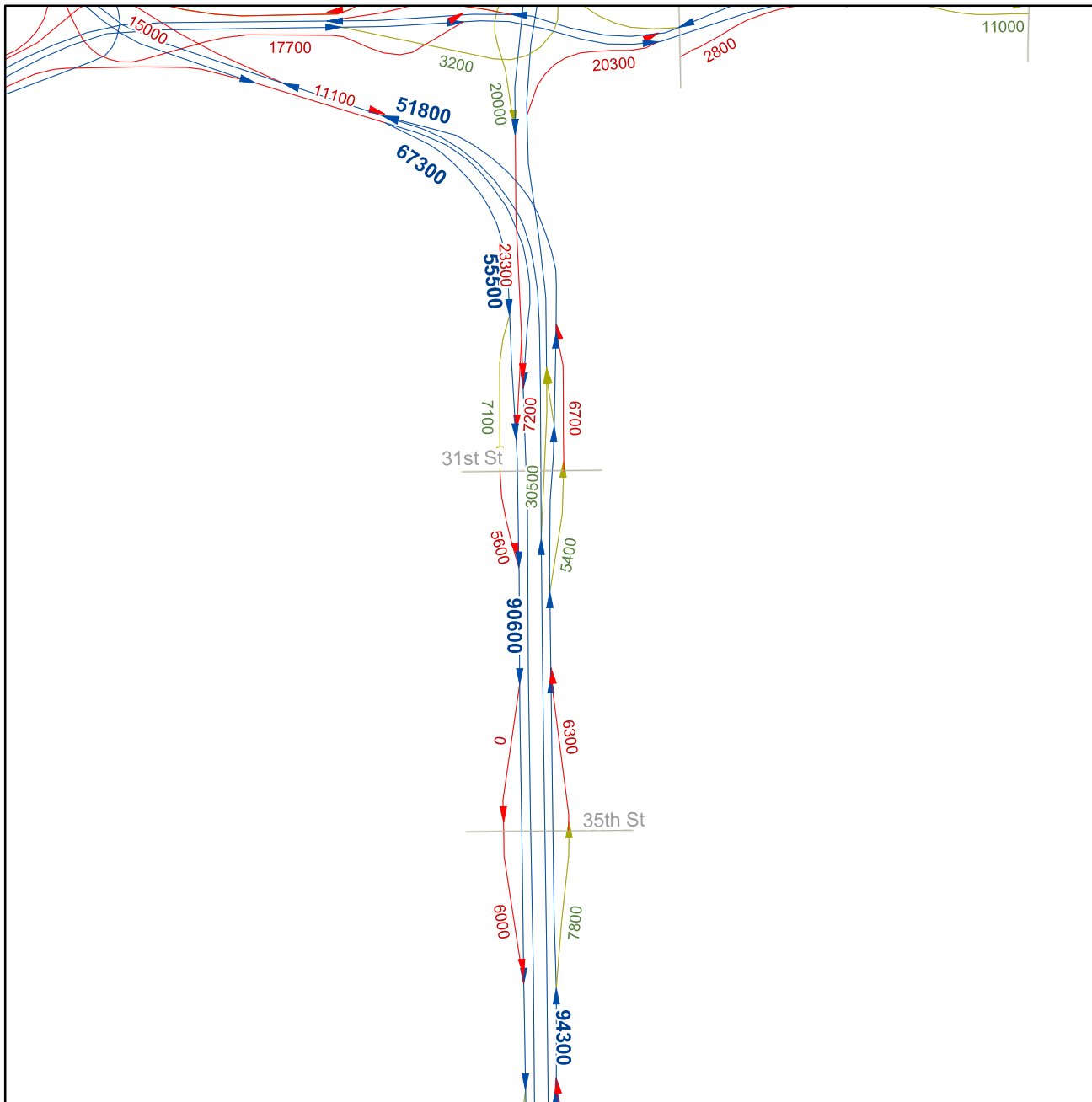
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

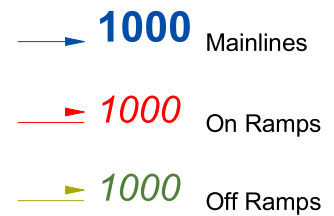


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 31ST
ST SOUTH**

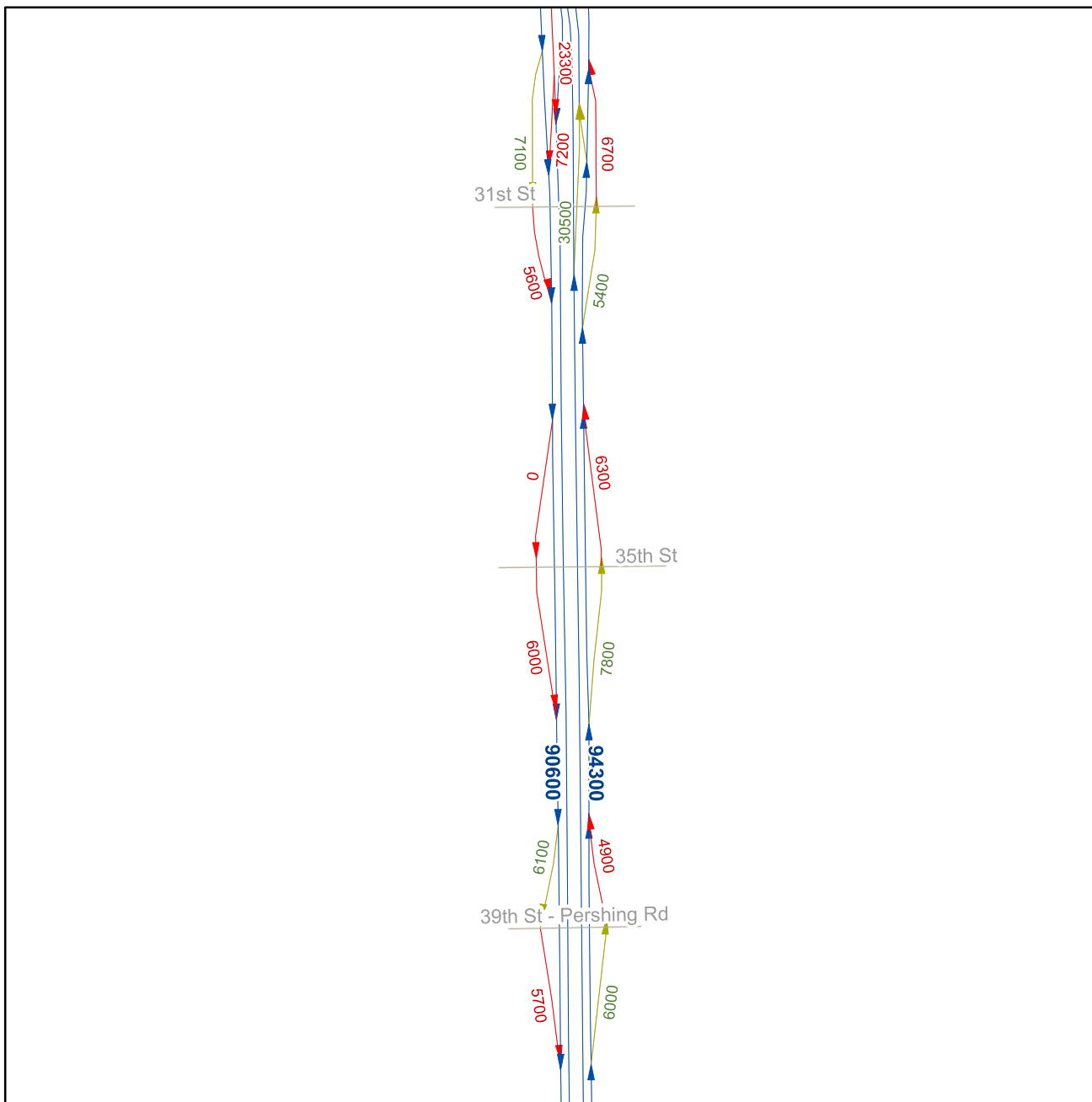


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

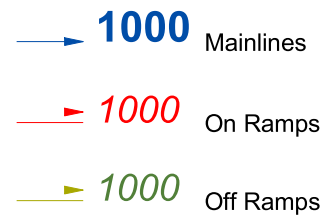
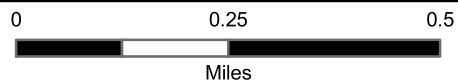


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 35TH
ST**

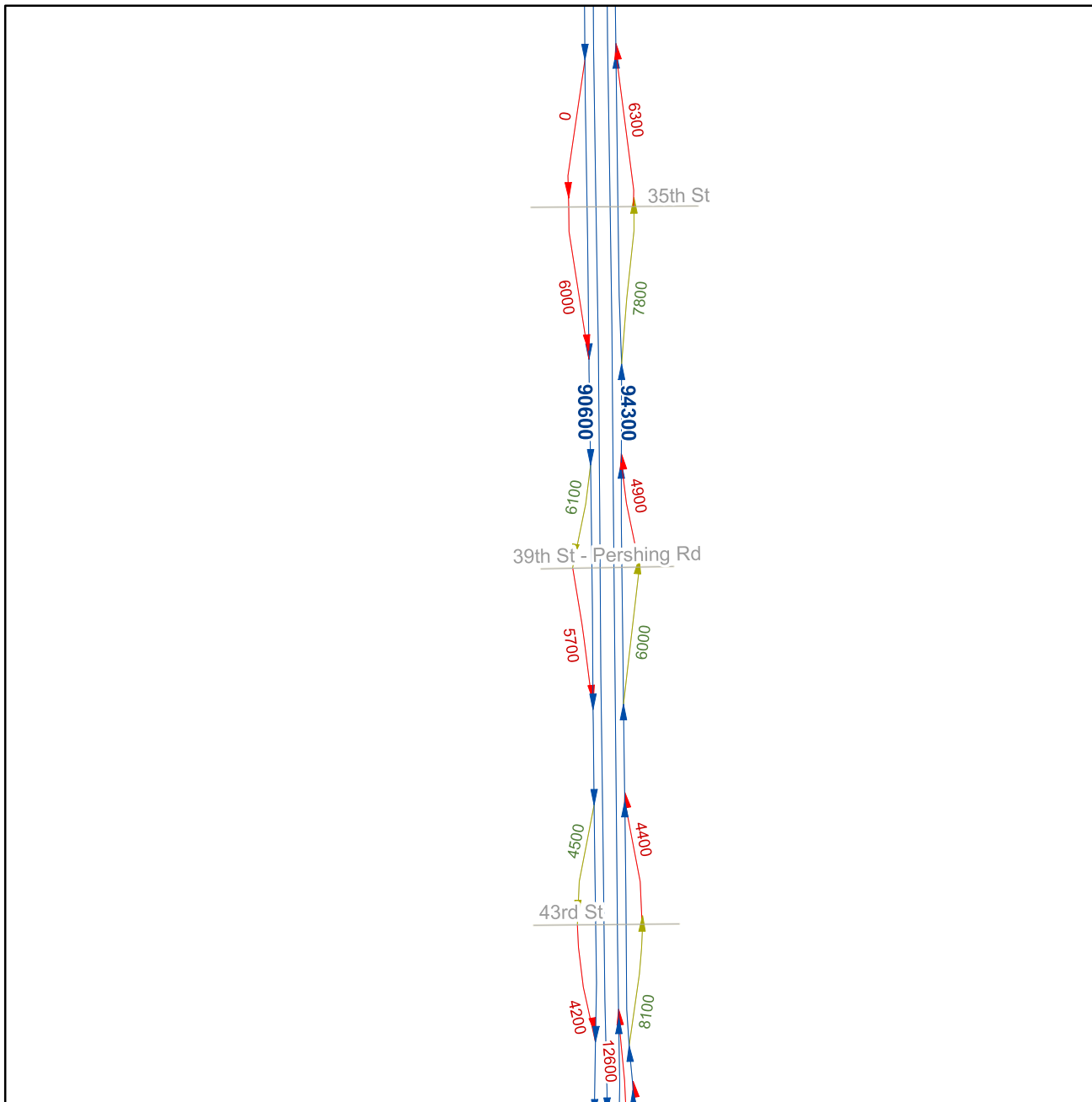


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

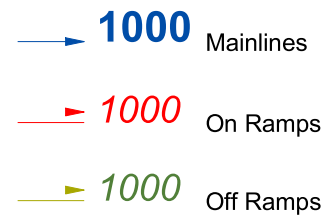
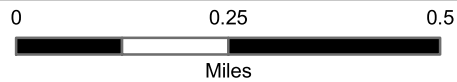


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 39TH
ST**

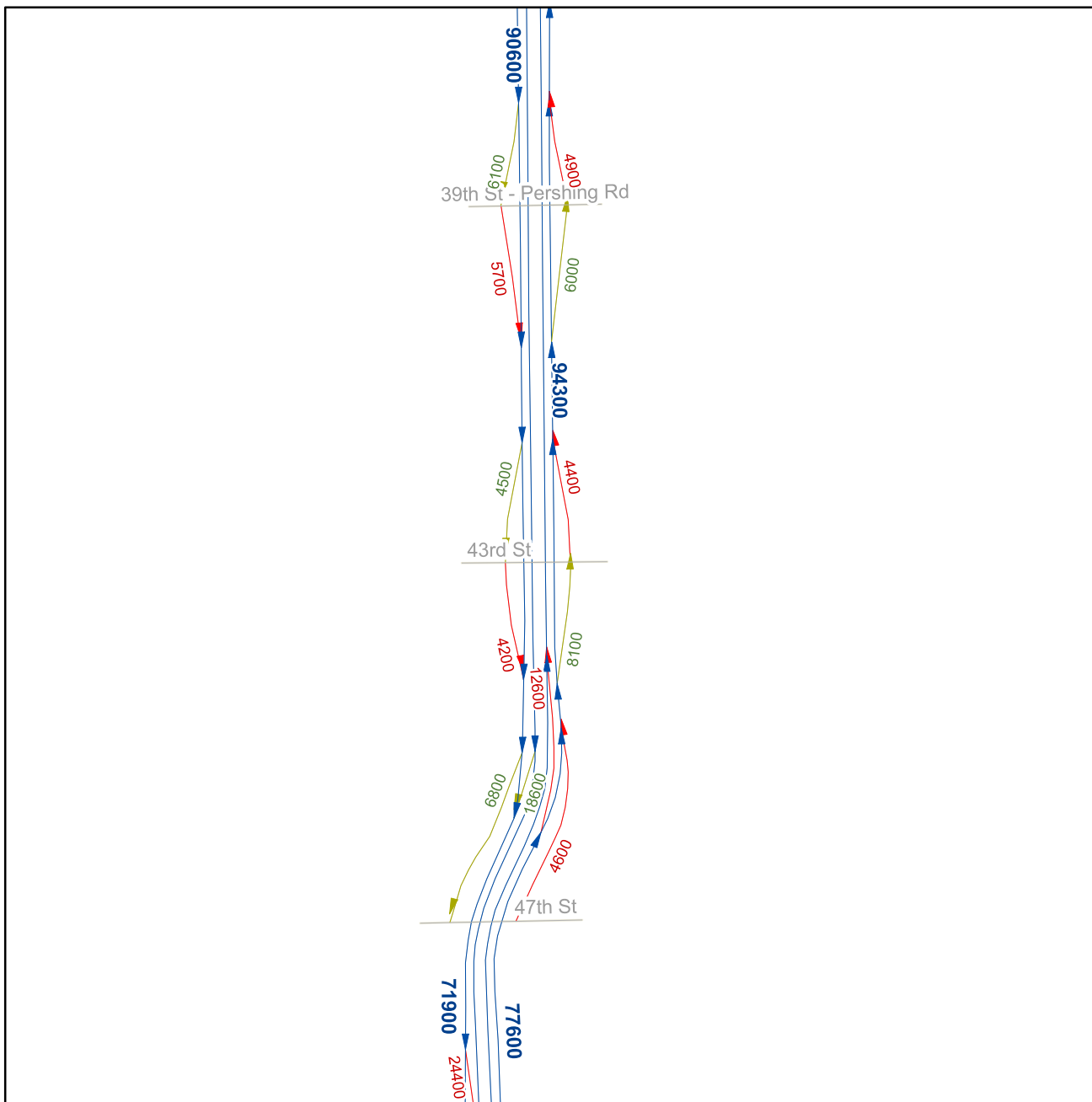


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

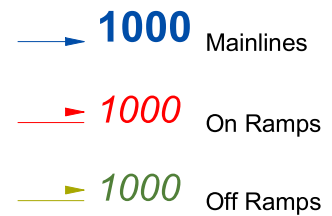
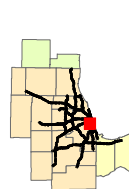
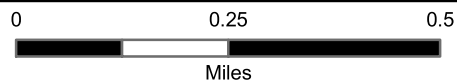


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 43RD
ST**

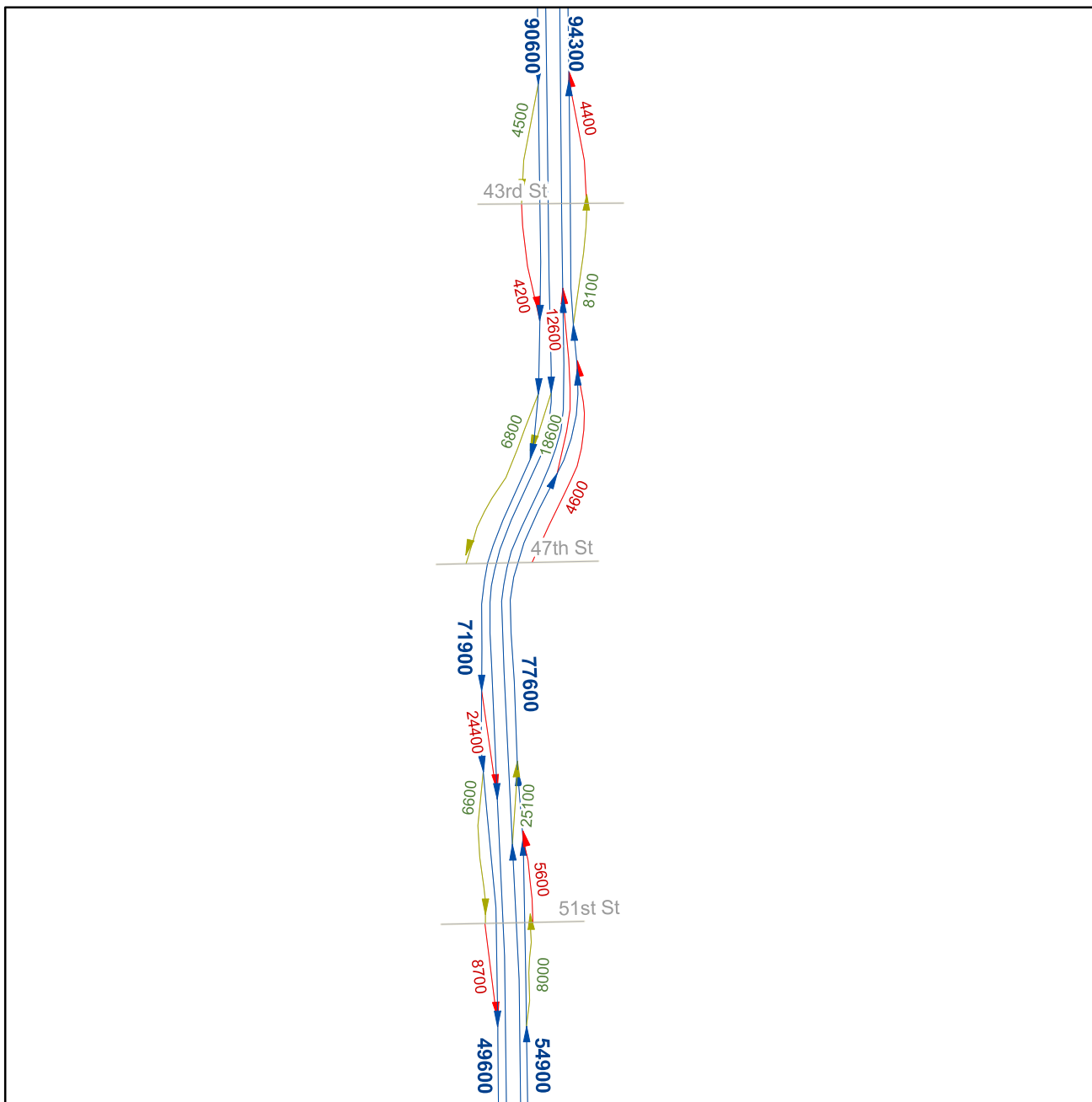


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

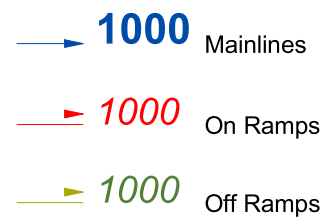
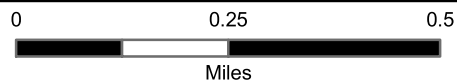


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 47TH
ST AND LOCAL AND
EXPRESS LANE RAMPS**

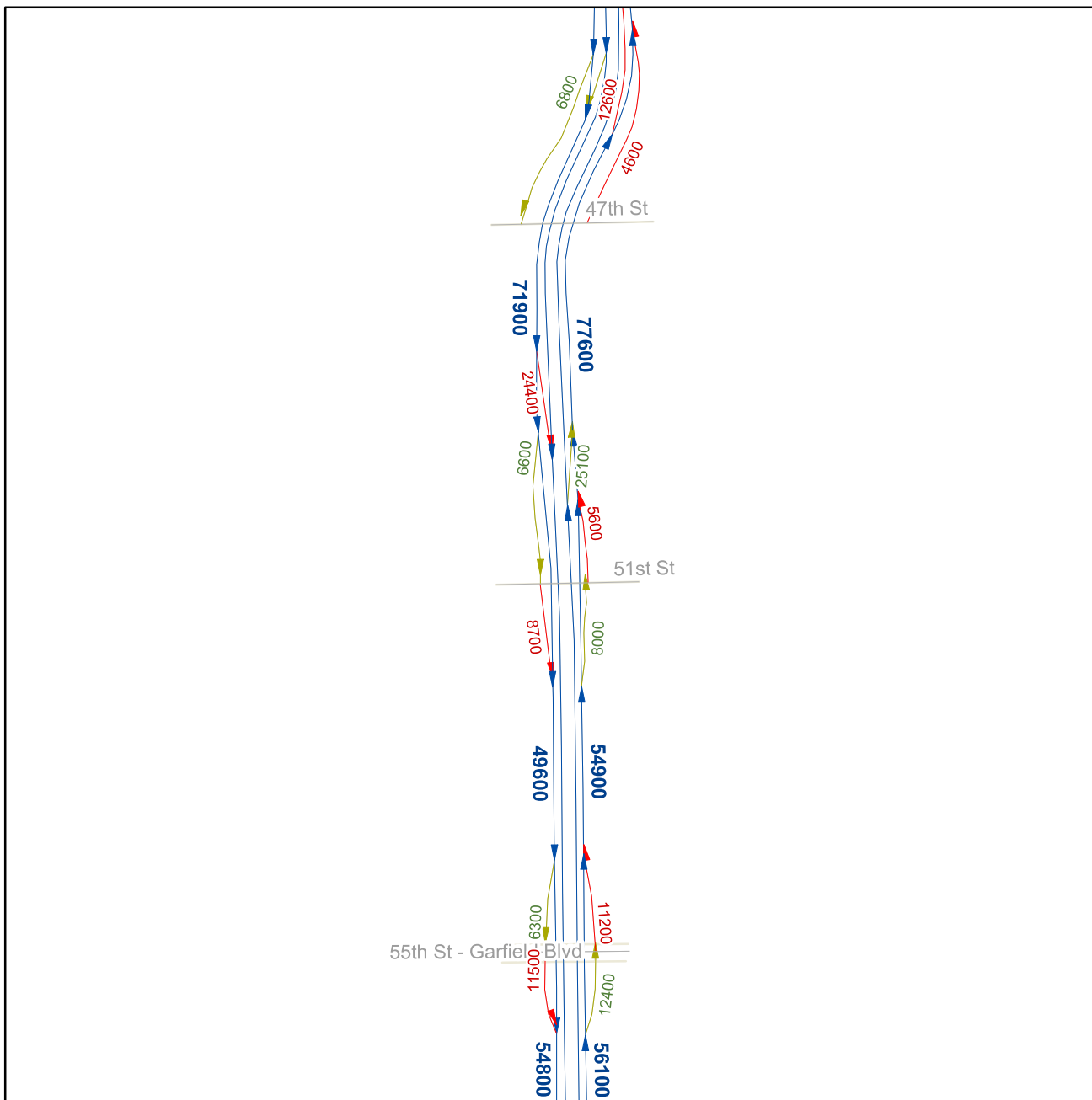


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

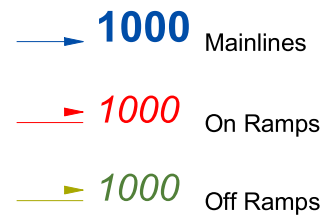


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 51ST
ST AND LOCAL AND
EXPRESS LANE RAMPS**

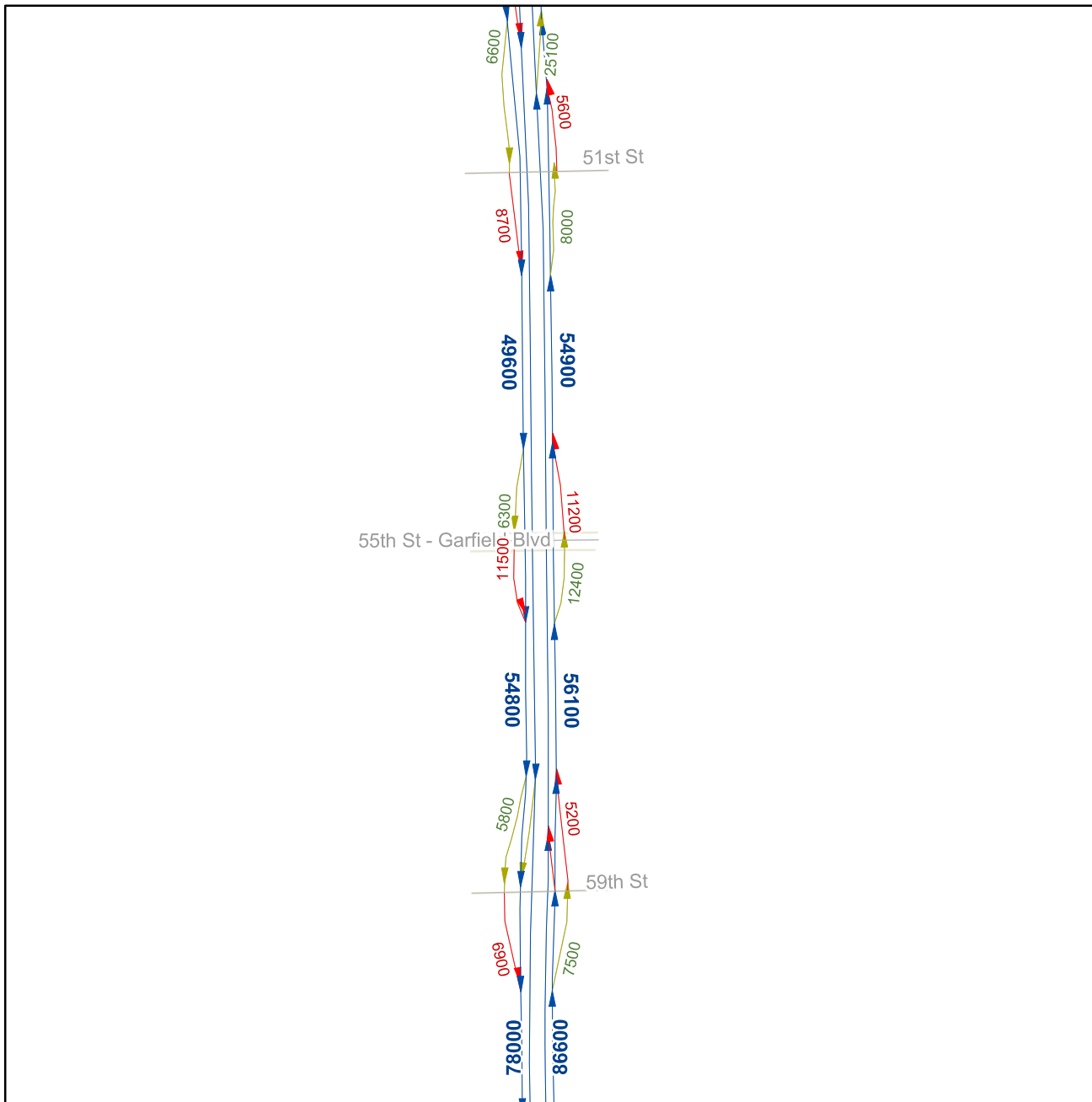


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

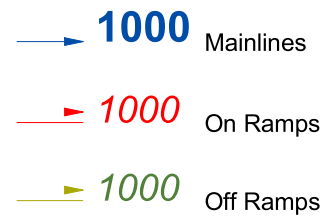
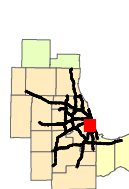
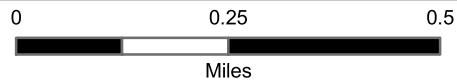


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 55TH
ST**

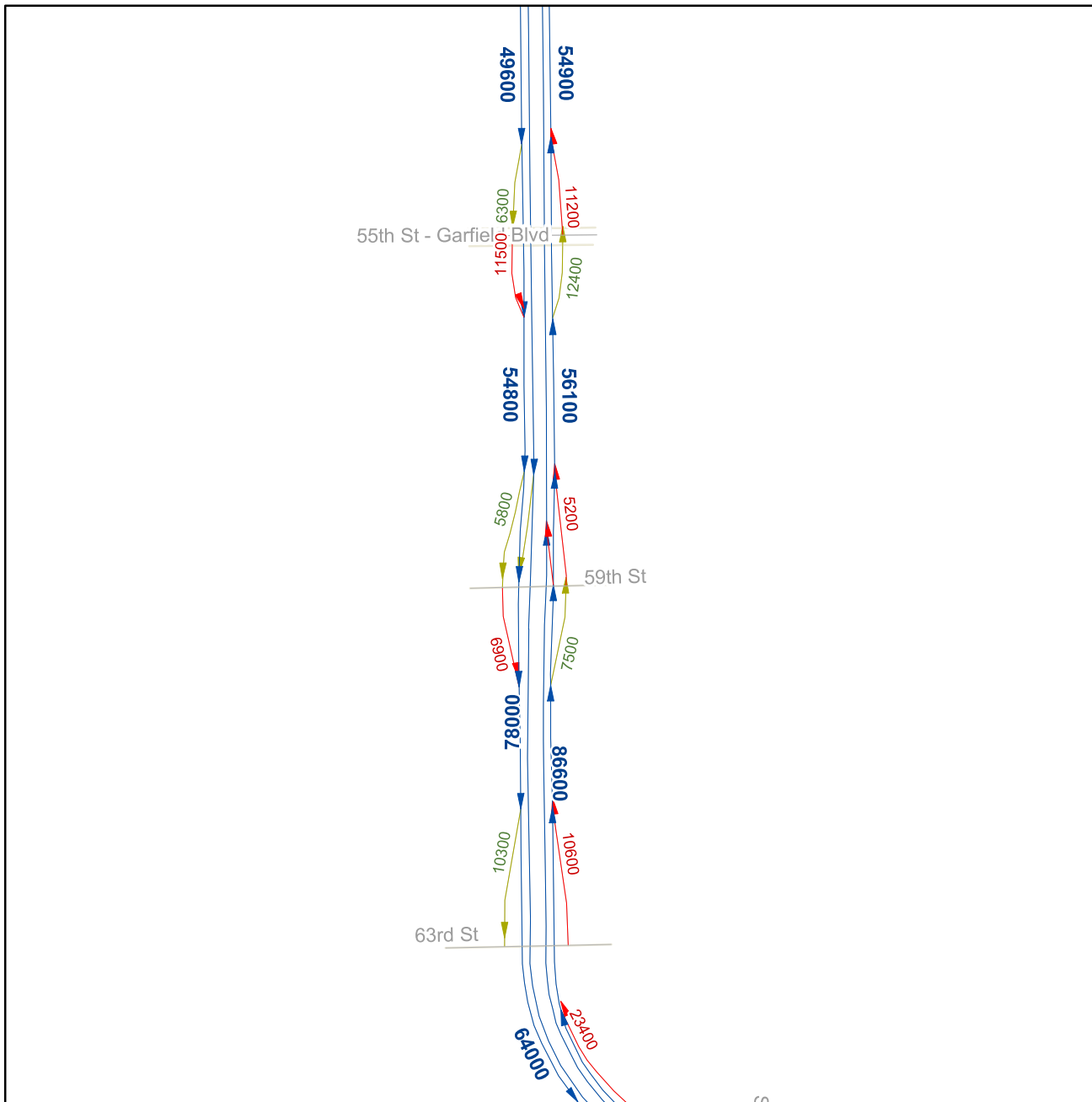


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

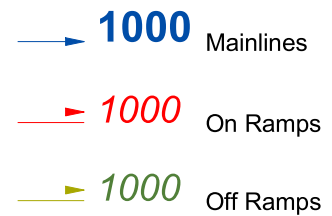
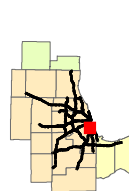
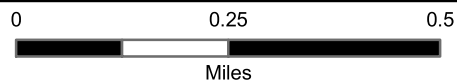


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 59TH
ST AND LOCAL AND
EXPRESS LANE RAMPS**

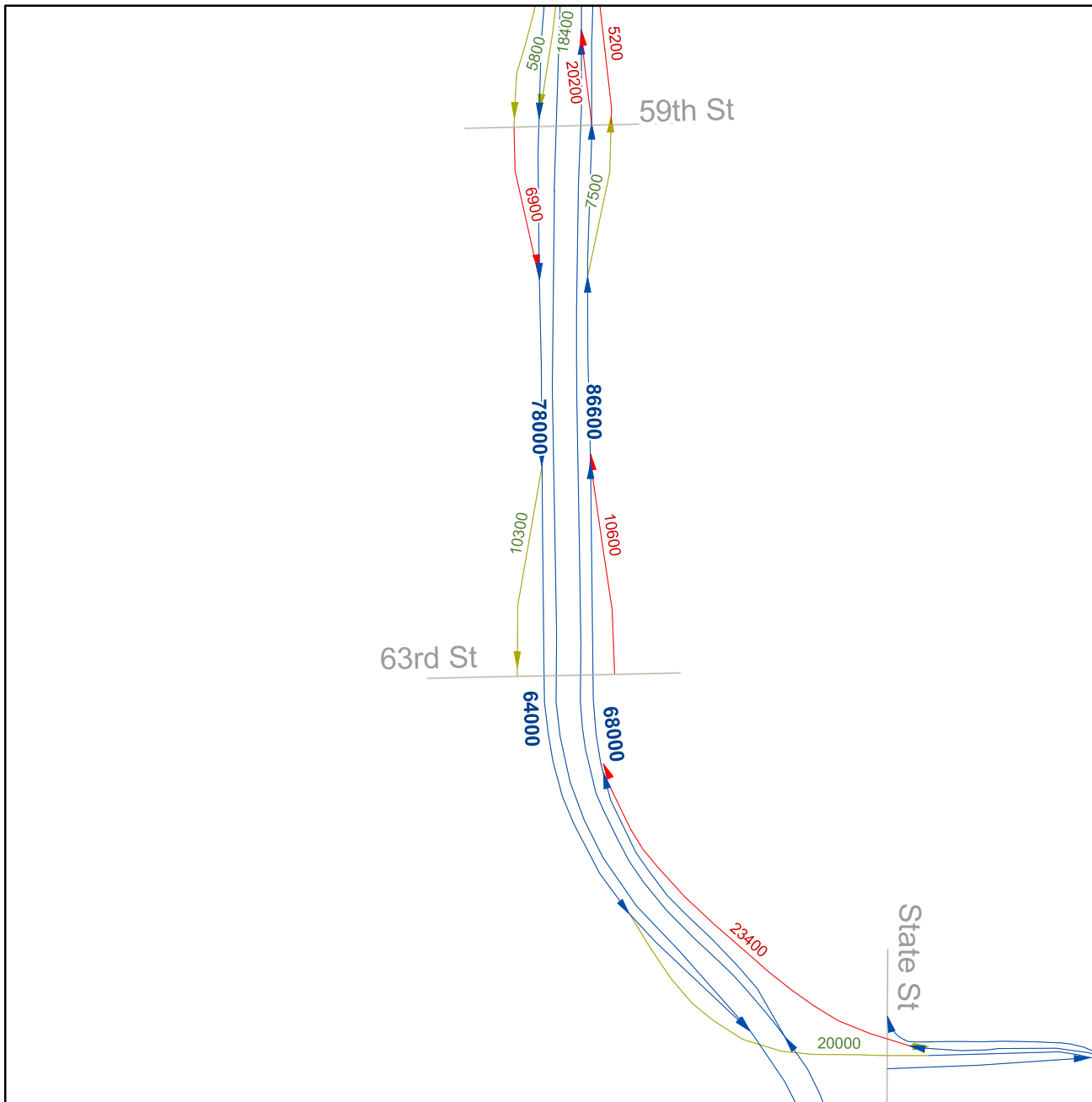


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

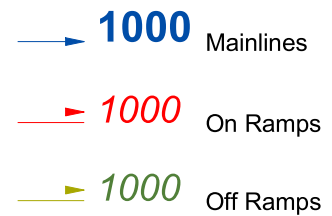
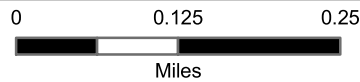


2001 AADT COUNTS

**I-90-94 DAN RYAN
EXPRESSWAY @ 63RD
ST**

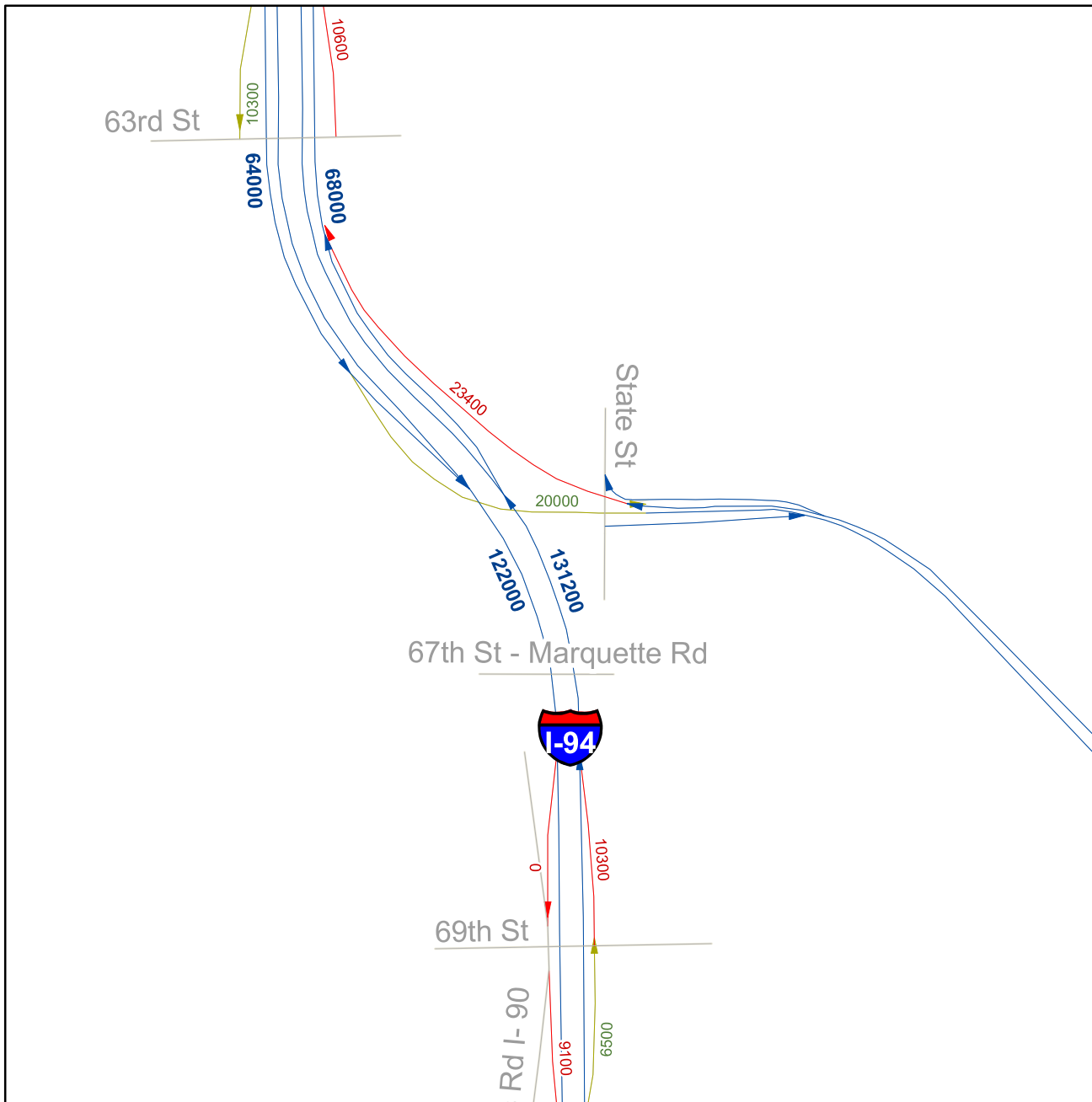


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

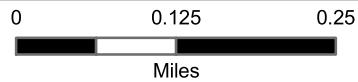


2001 AADT COUNTS

**I-94 DAN RYAN EXPRESSWAY
@ 67TH ST - MARQUETTE
RD**



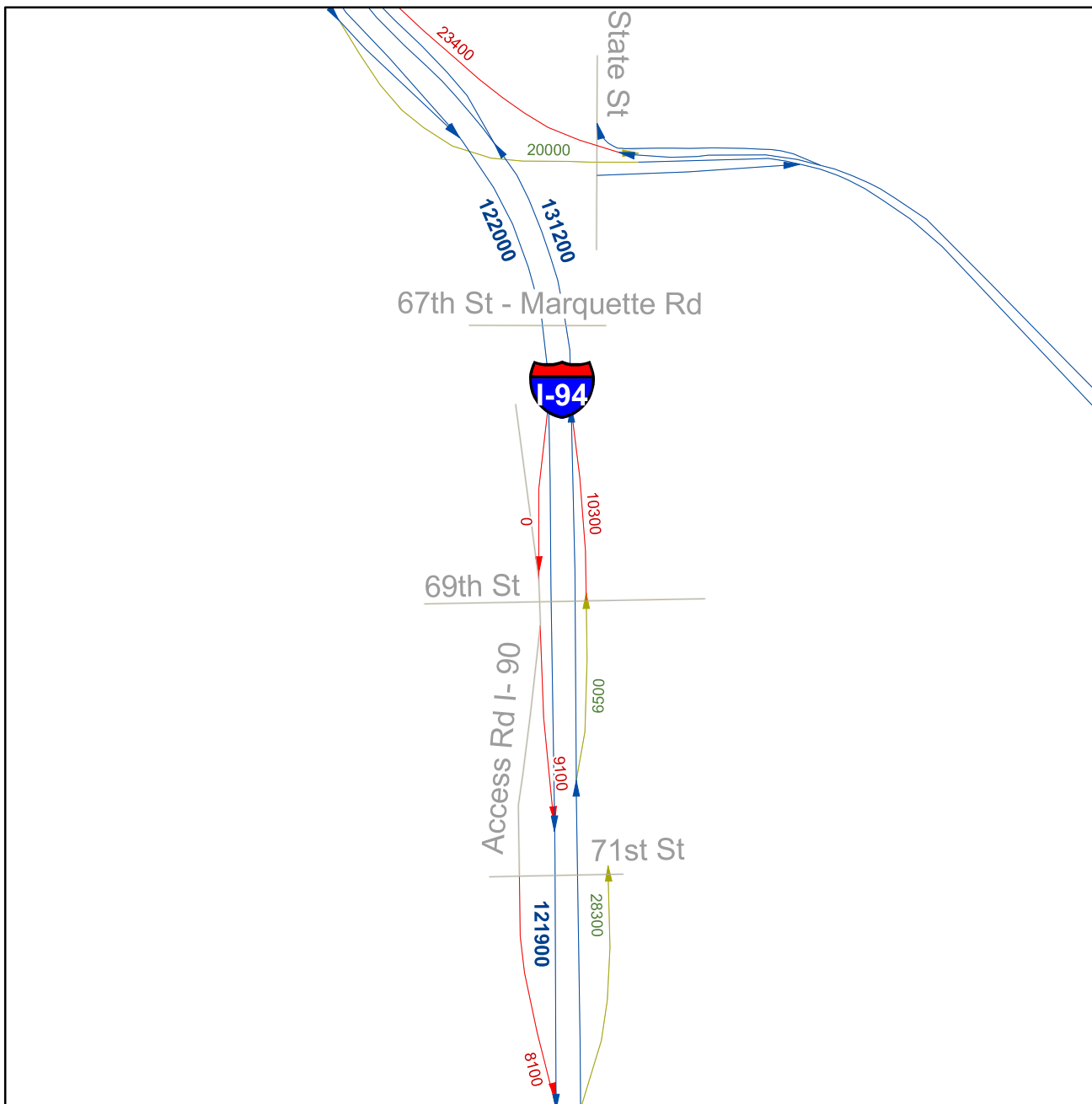
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

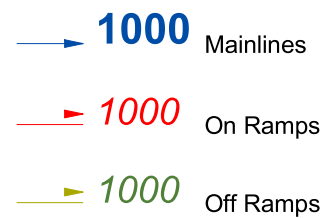
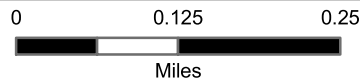


2001 AADT COUNTS

**I-94 DAN RYAN EXPRESSWAY
@ 71ST ST NORTH
RAMPS AND 67TH ST**

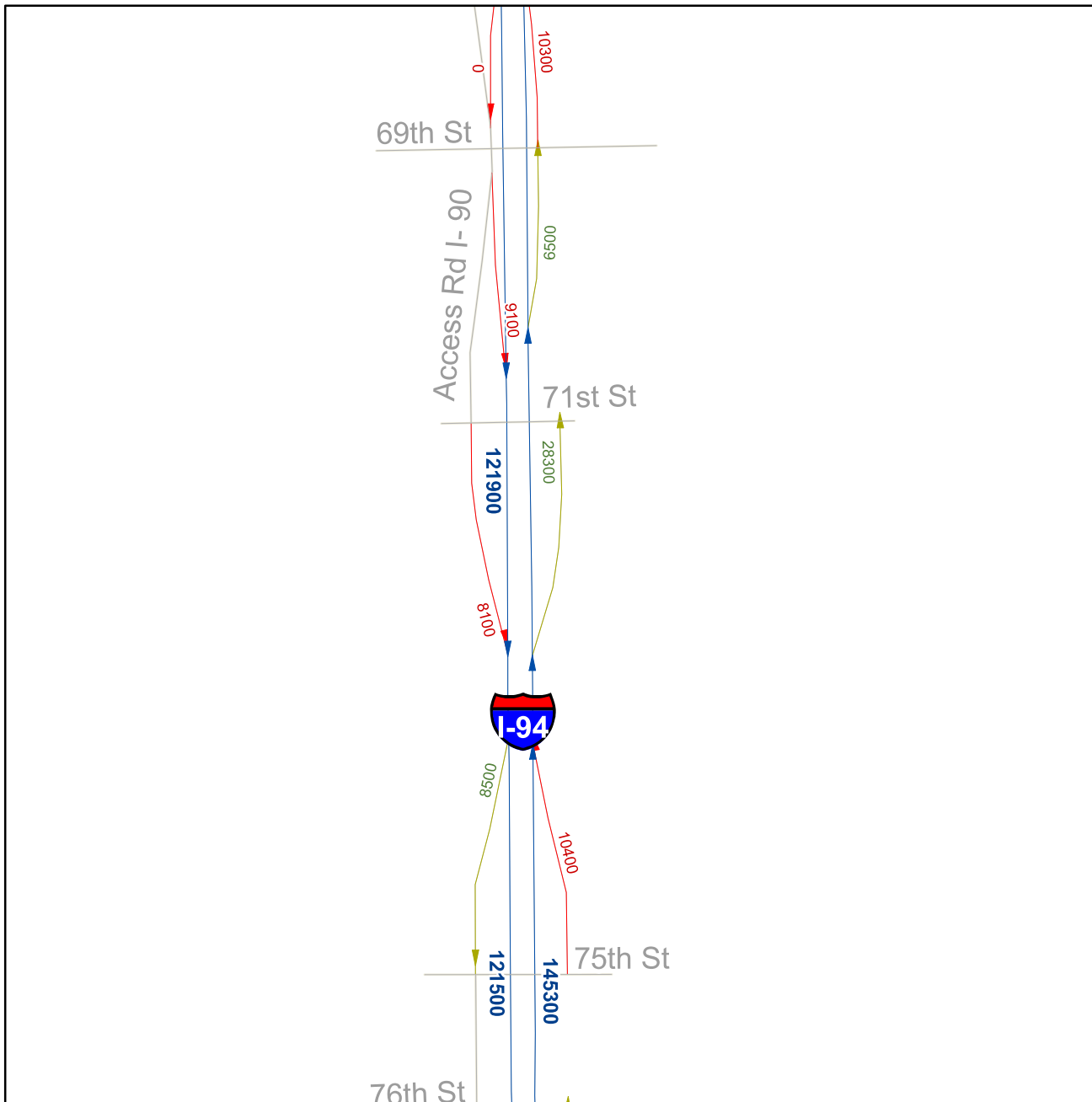


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

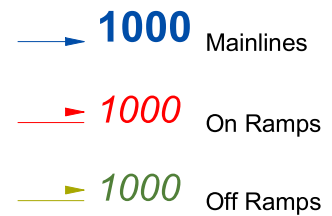
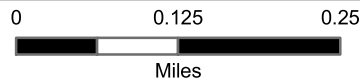


2001 AADT COUNTS

**I-94 DAN RYAN EXPRESSWAY
@ 71ST ST SOUTH
RAMPS**

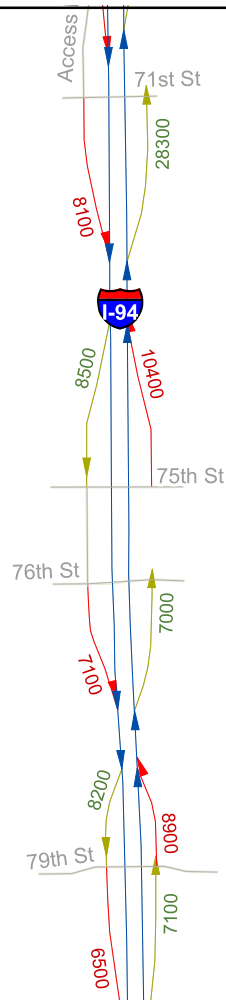


The Chicago Area Transportation Study



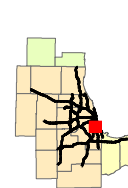
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

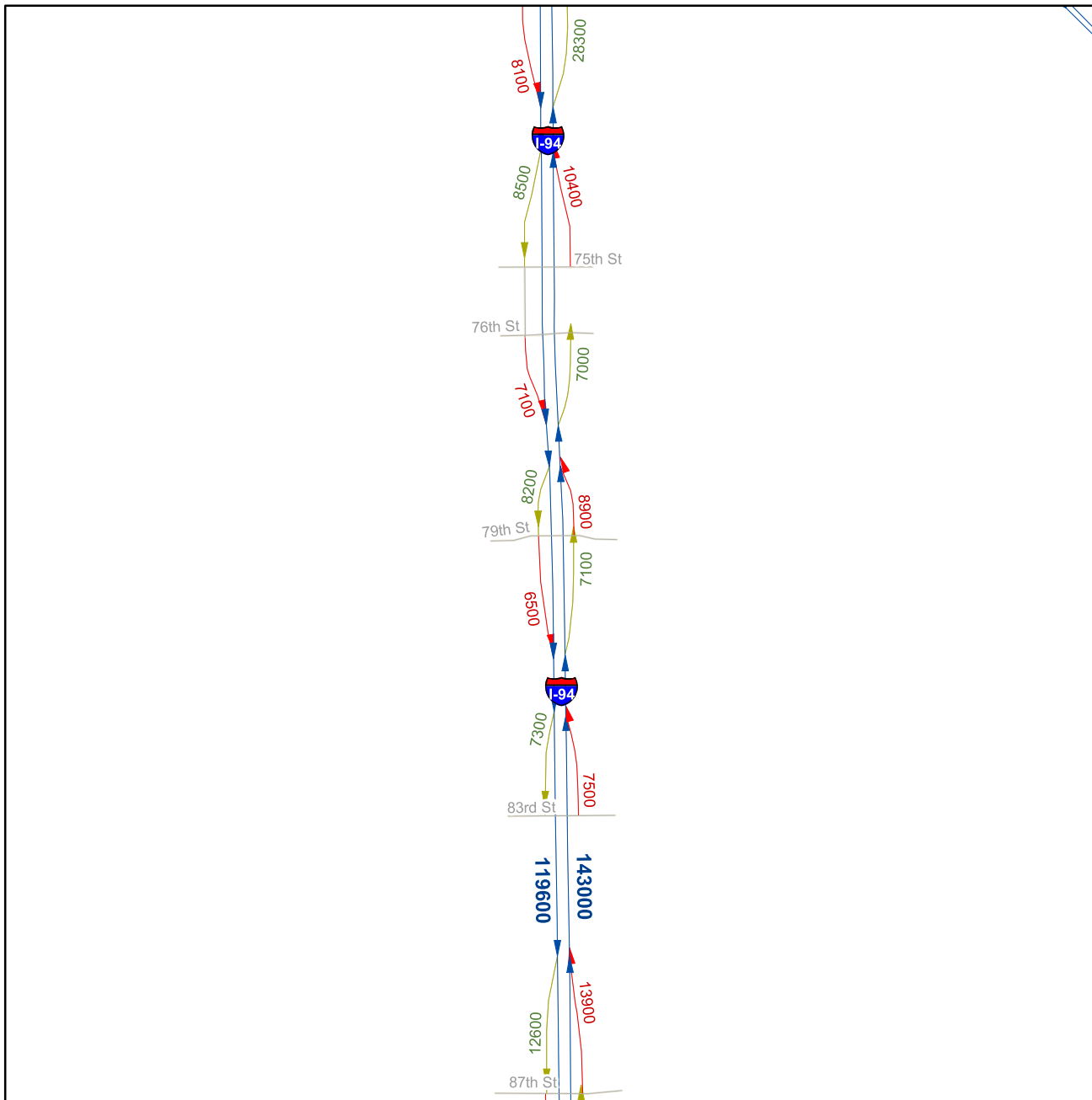
**I-94 DAN RYAN EXPRESSWAY @
75TH ST AND 76TH ST**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

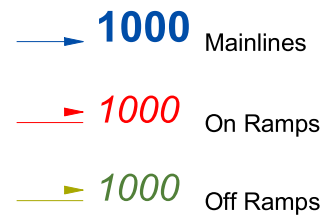
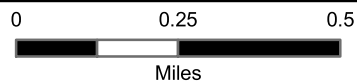


2001 AADT COUNTS

**I-94 DAN RYAN EXPRESSWAY
@ 79TH ST**

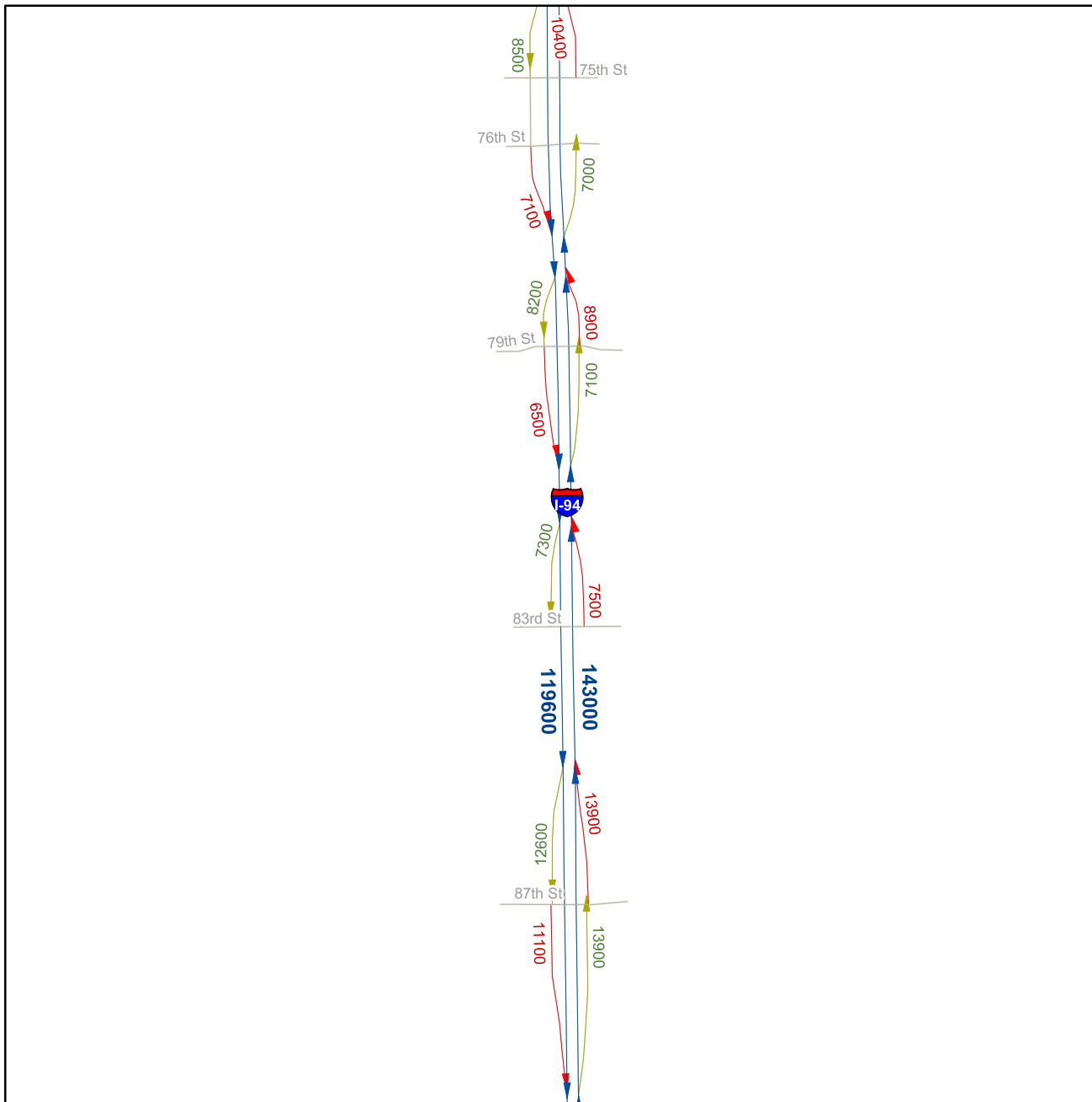


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

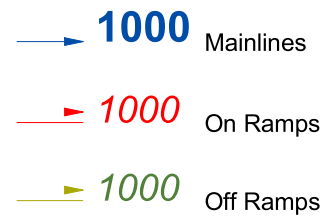
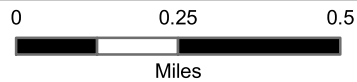


2001 AADT COUNTS

**I-94 DAN RYAN EXPRESSWAY
@ 83RD ST**

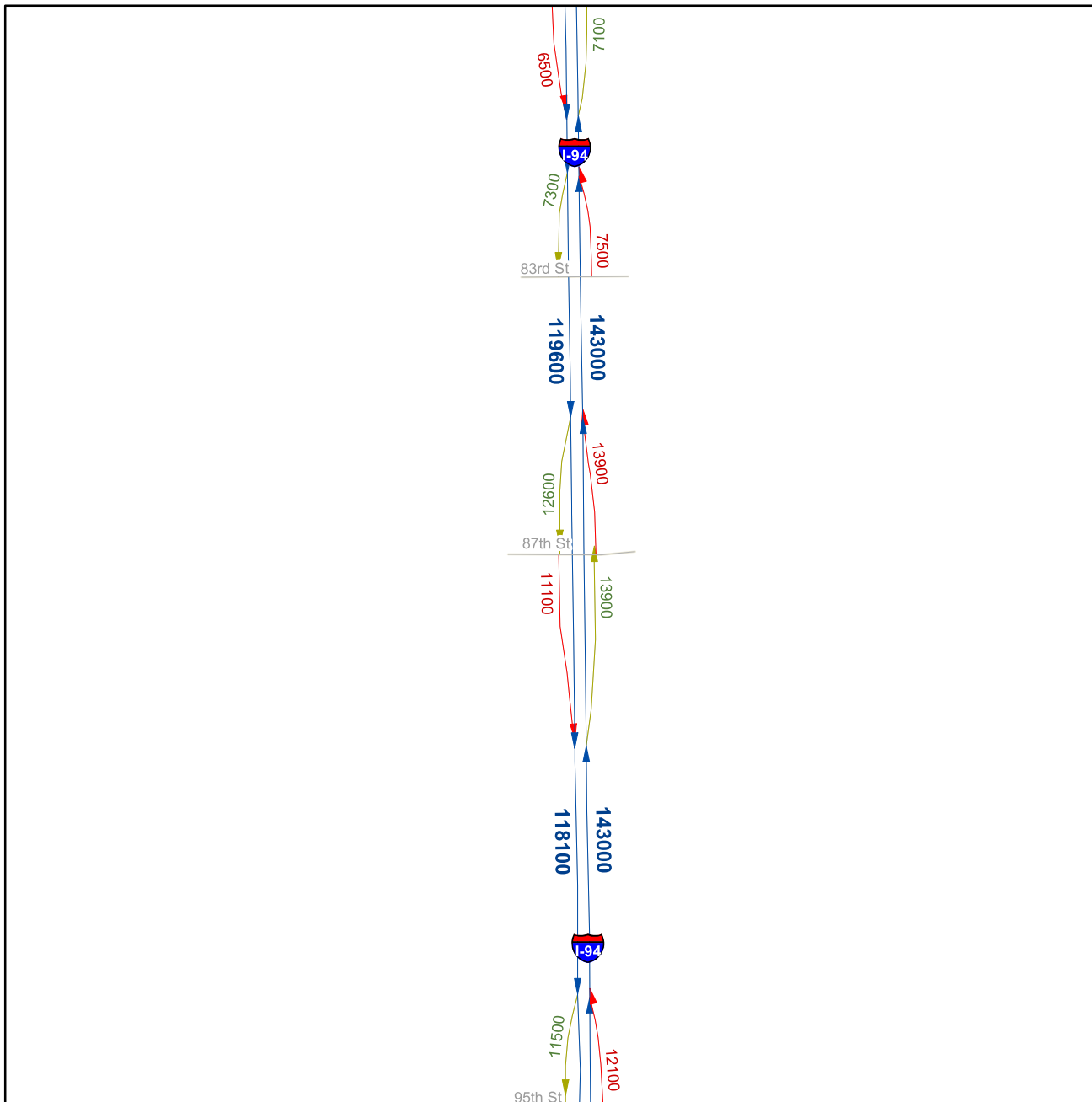


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

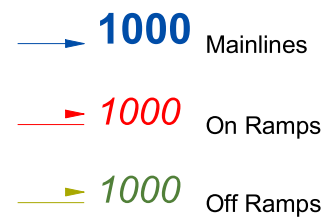
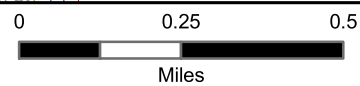


2001 AADT COUNTS

**I-94 DAN RYAN EXPRESSWAY
@87TH ST**

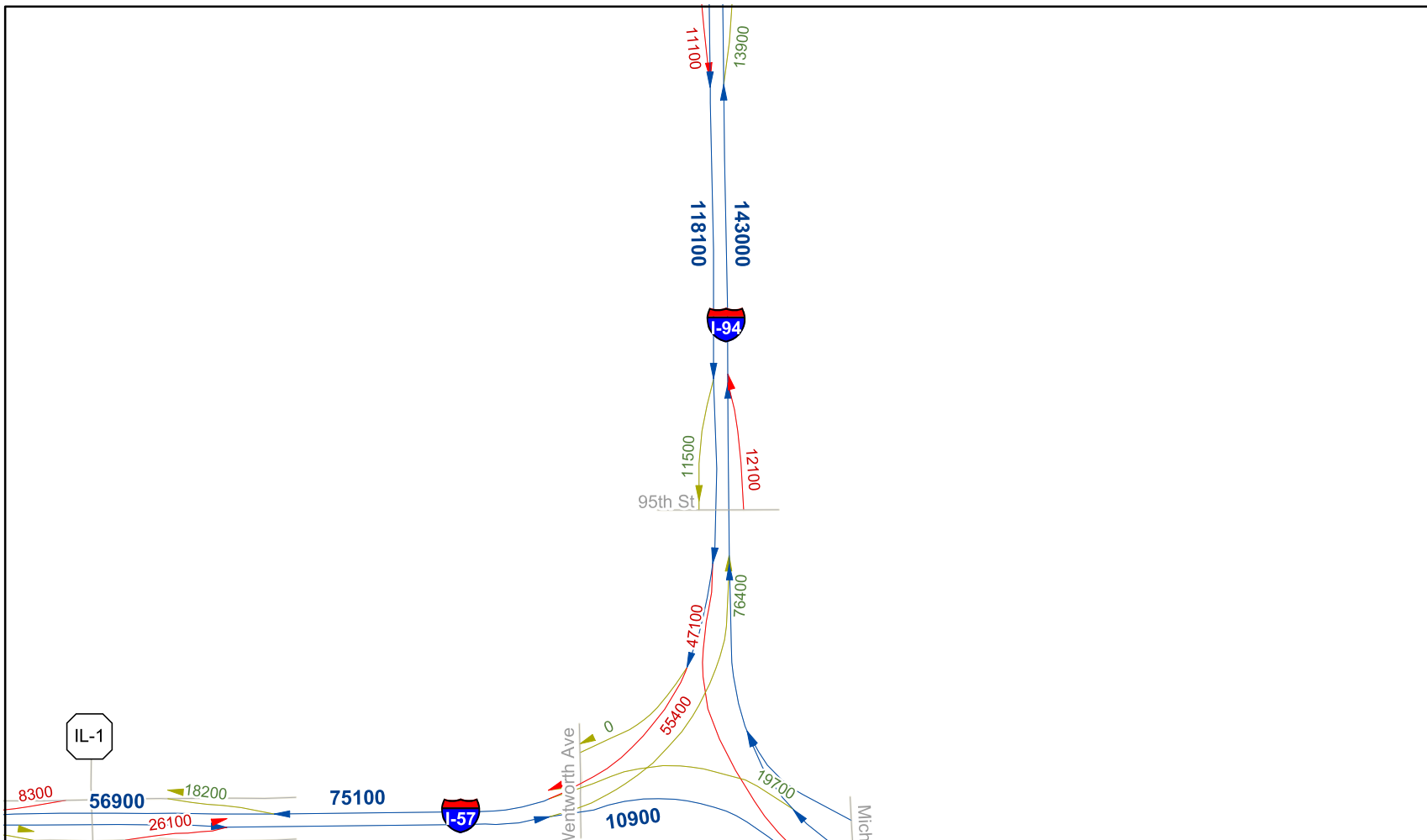


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

I-94 DAN RYAN EXPRESSWAY @
US RTE 12-20 - 95TH ST



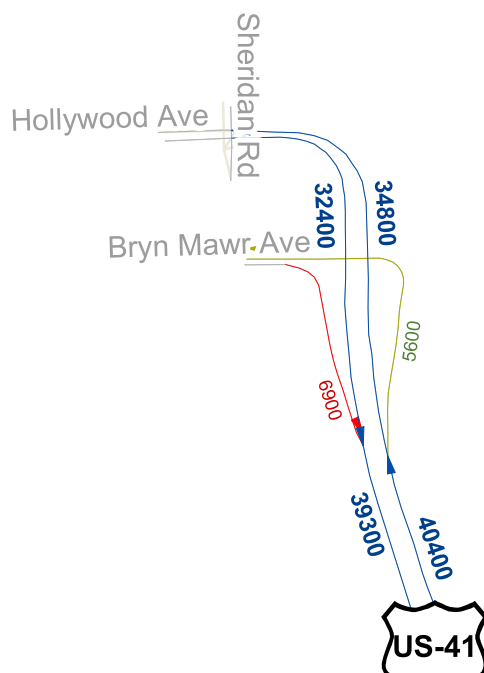
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

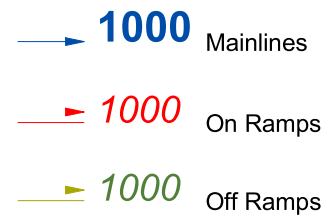


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ HOLLYWOOD
AVE

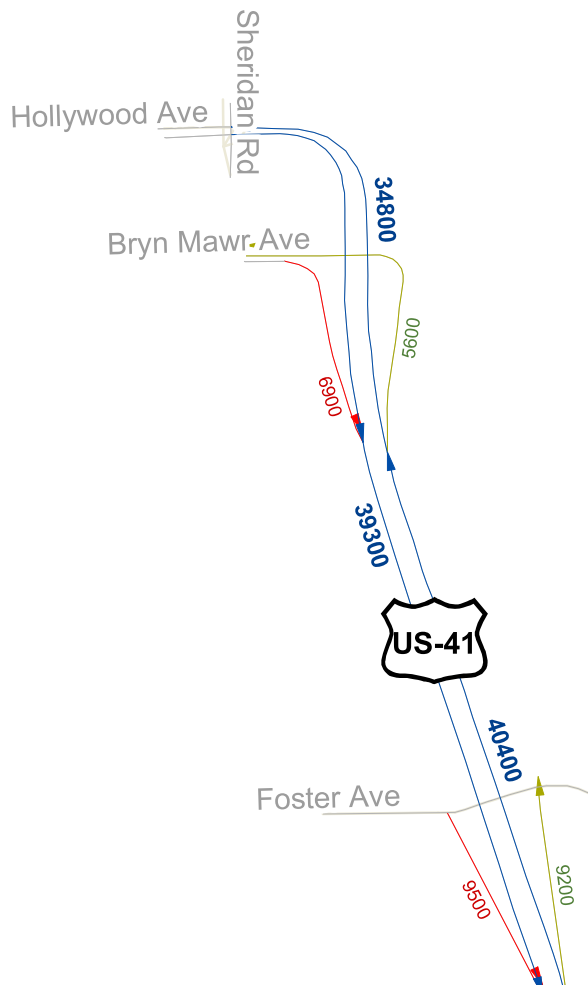


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

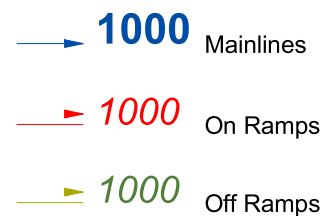
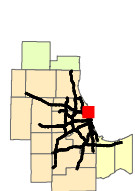


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ BRYN
MAWR AVE

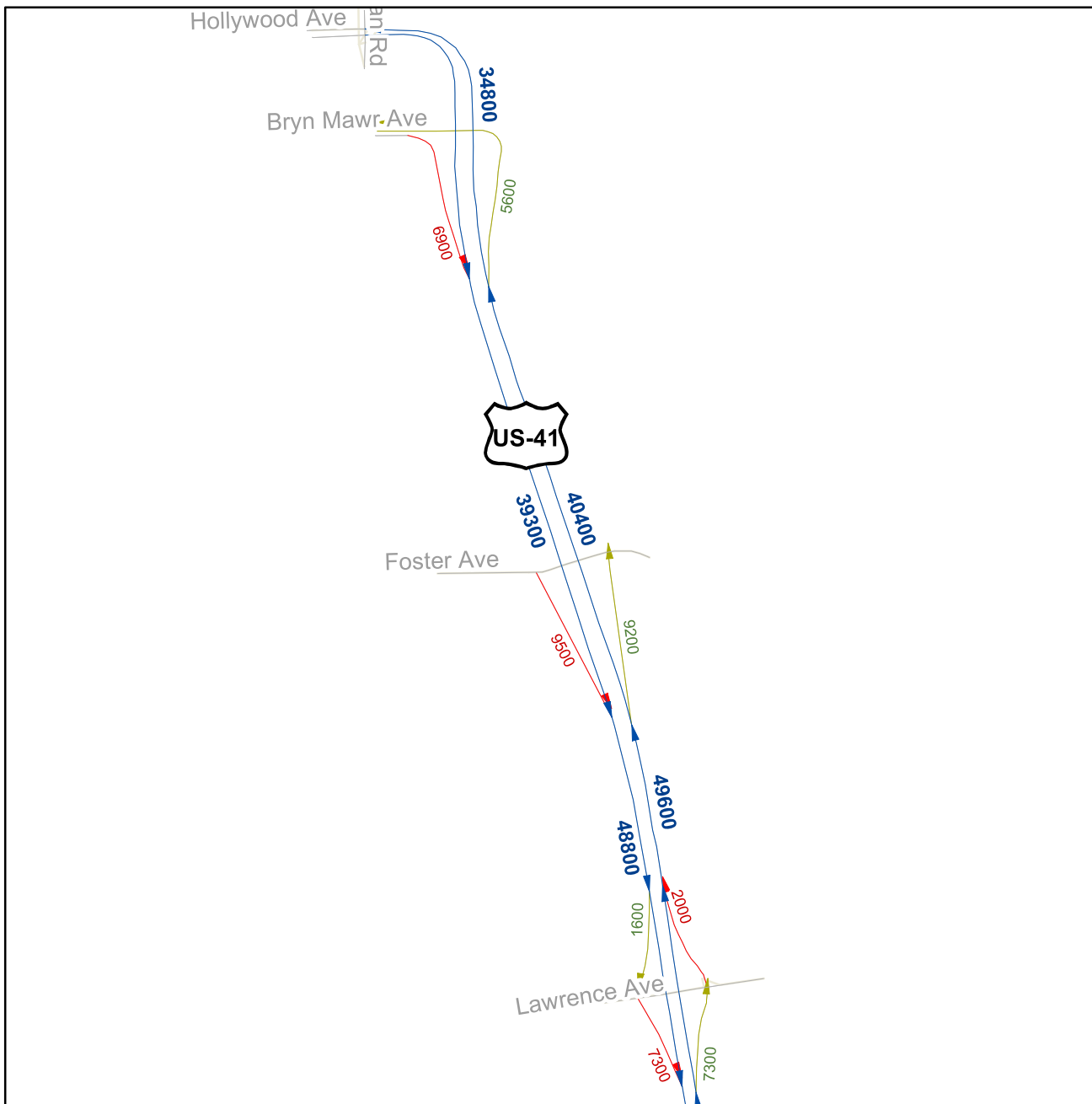


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

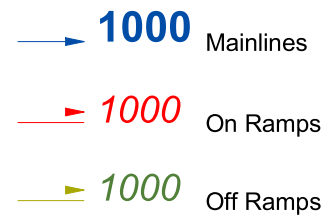


2001 AADT COUNTS

US ROUTE 41 LAKESHORE
DRIVE @ FOSTER AVE

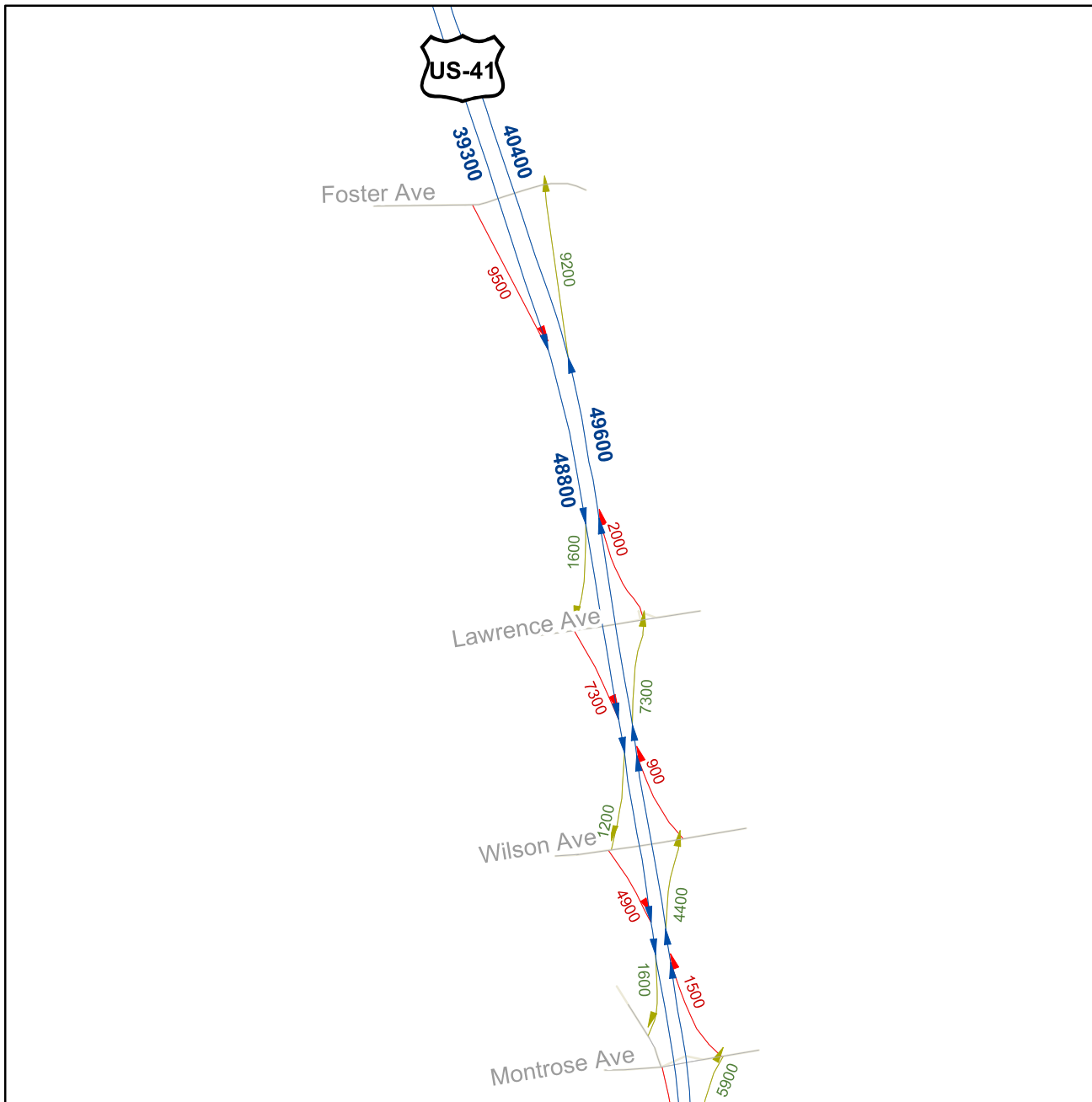


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

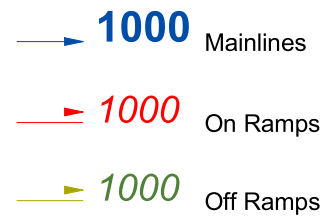
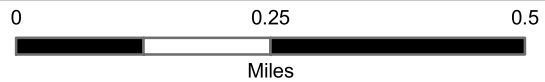


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ LAWRENCE
AVE

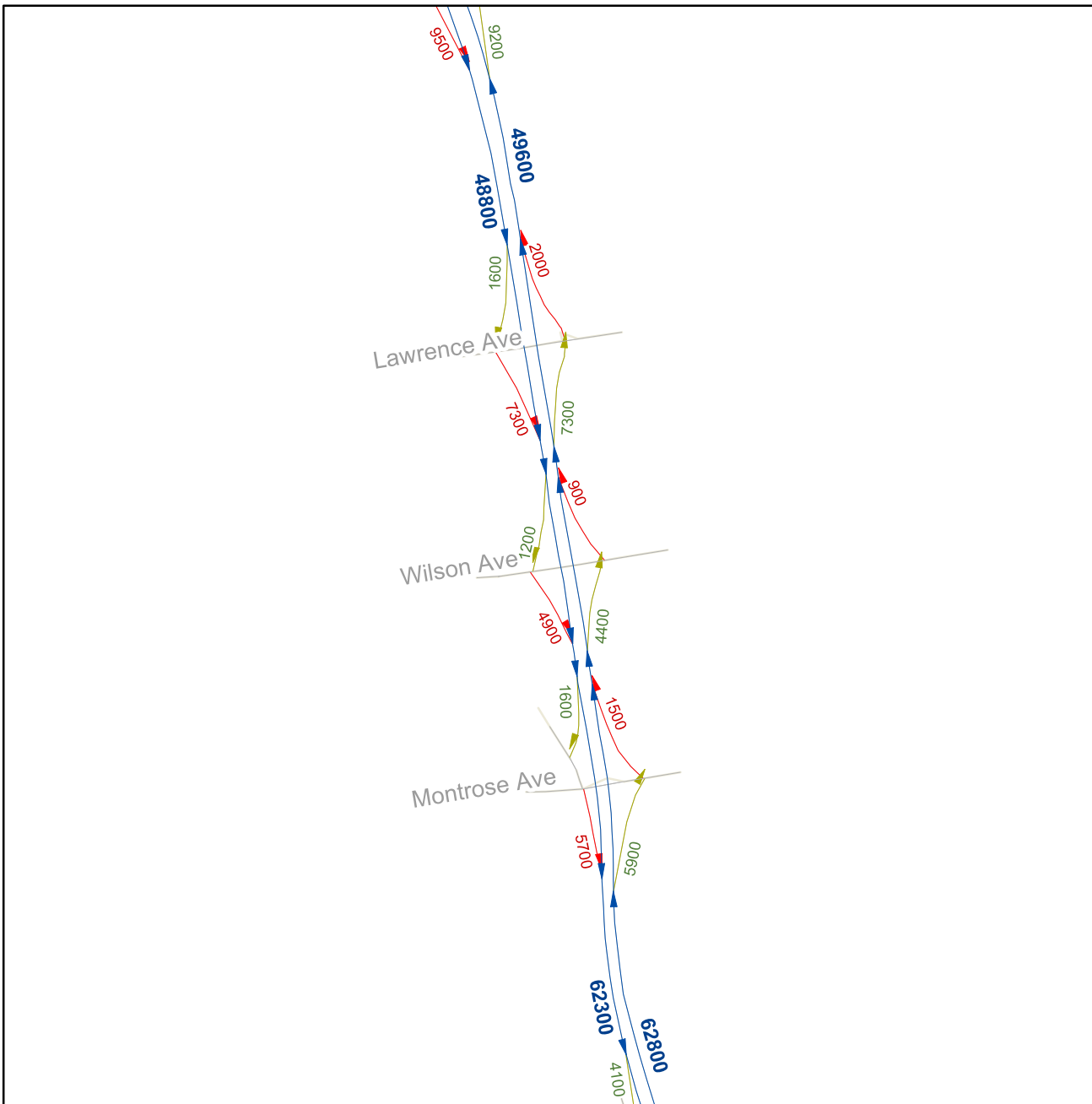


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

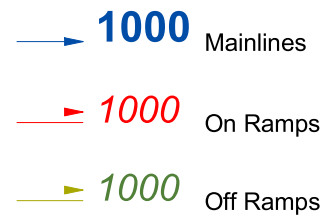
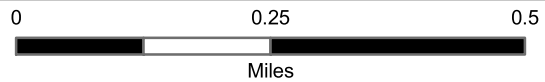


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ WILSON
AVE

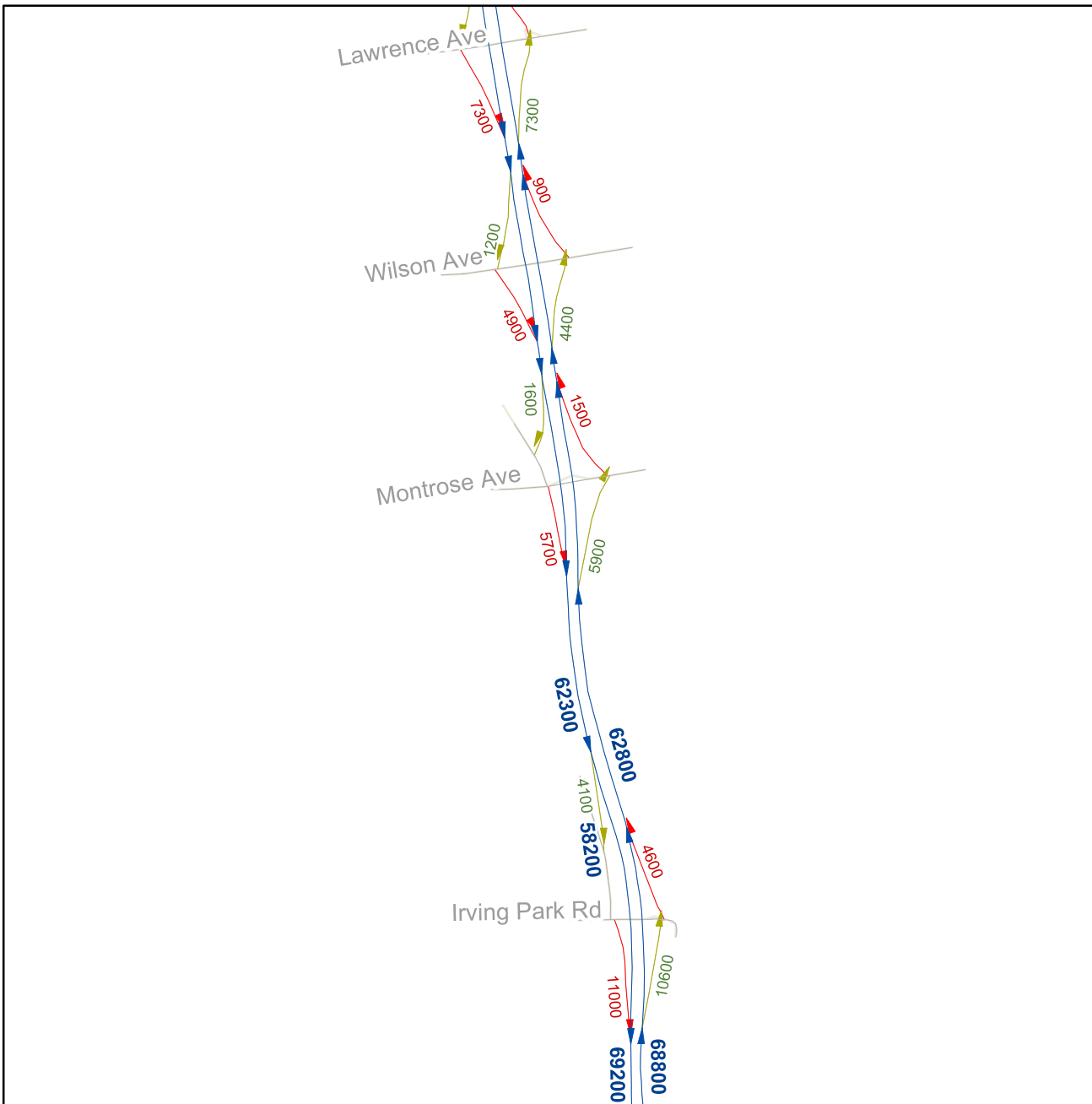


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

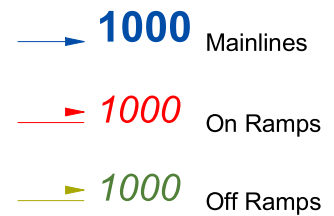
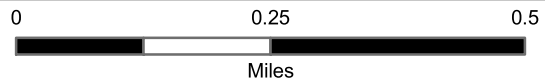


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ MONTROSE
AVE

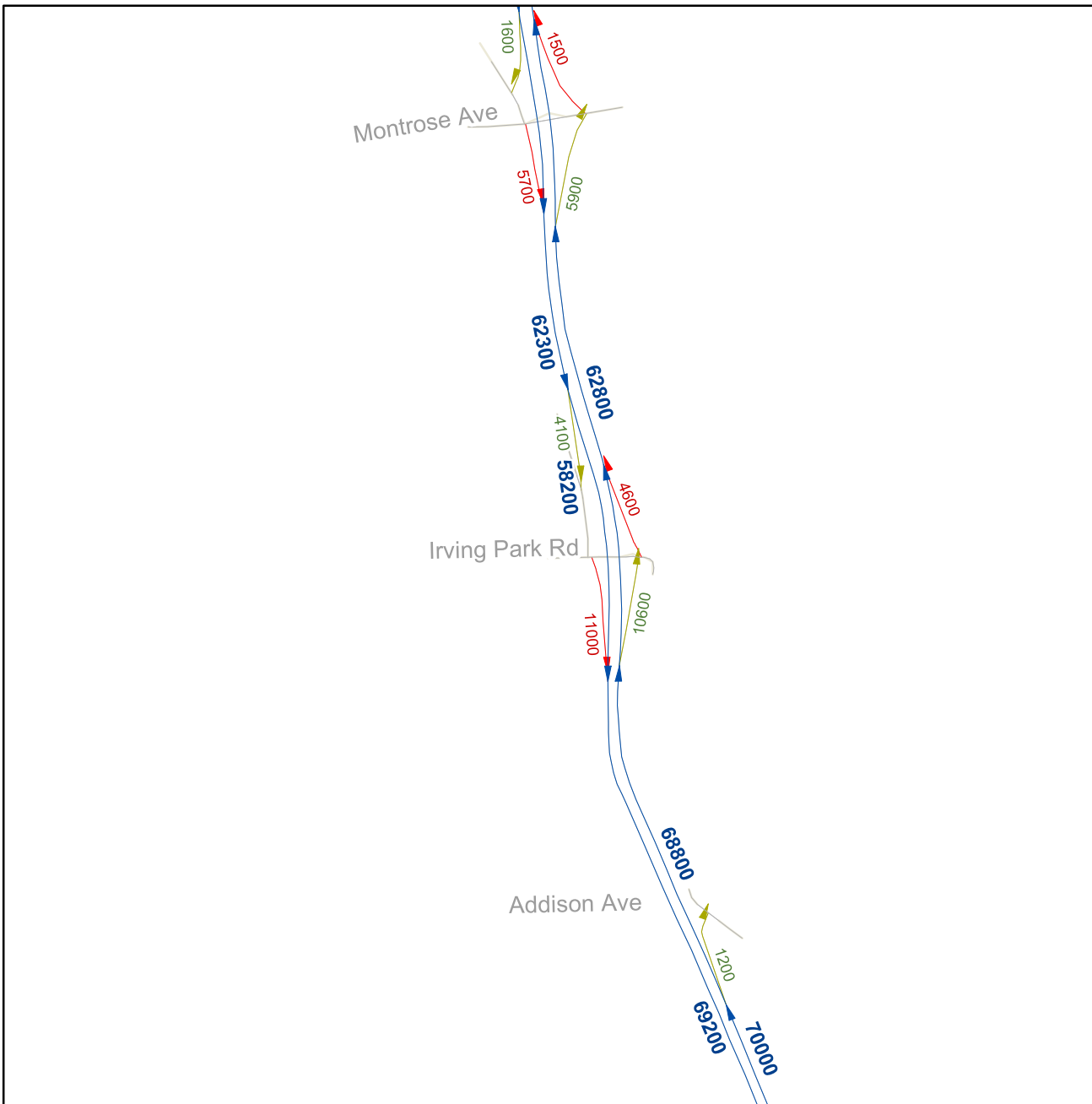


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

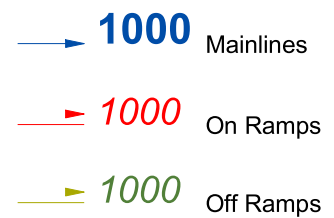
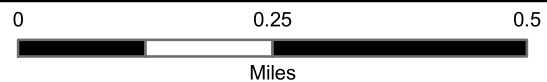


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ IRVING
PARK RD

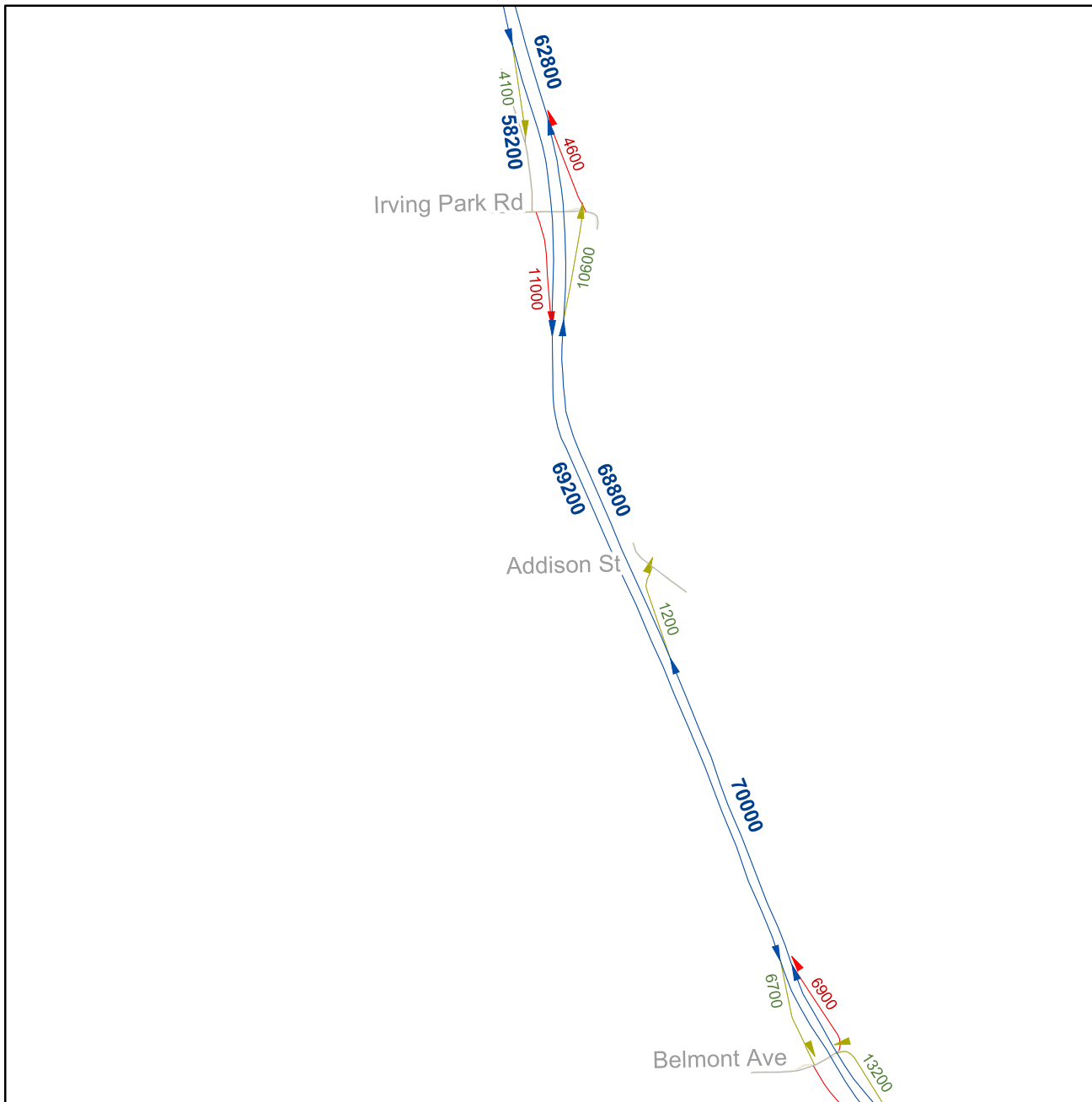


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

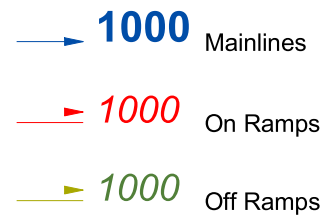
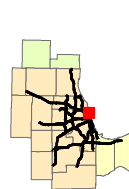
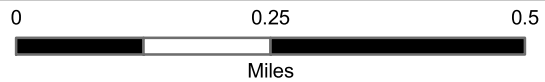


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ADDISON
ST

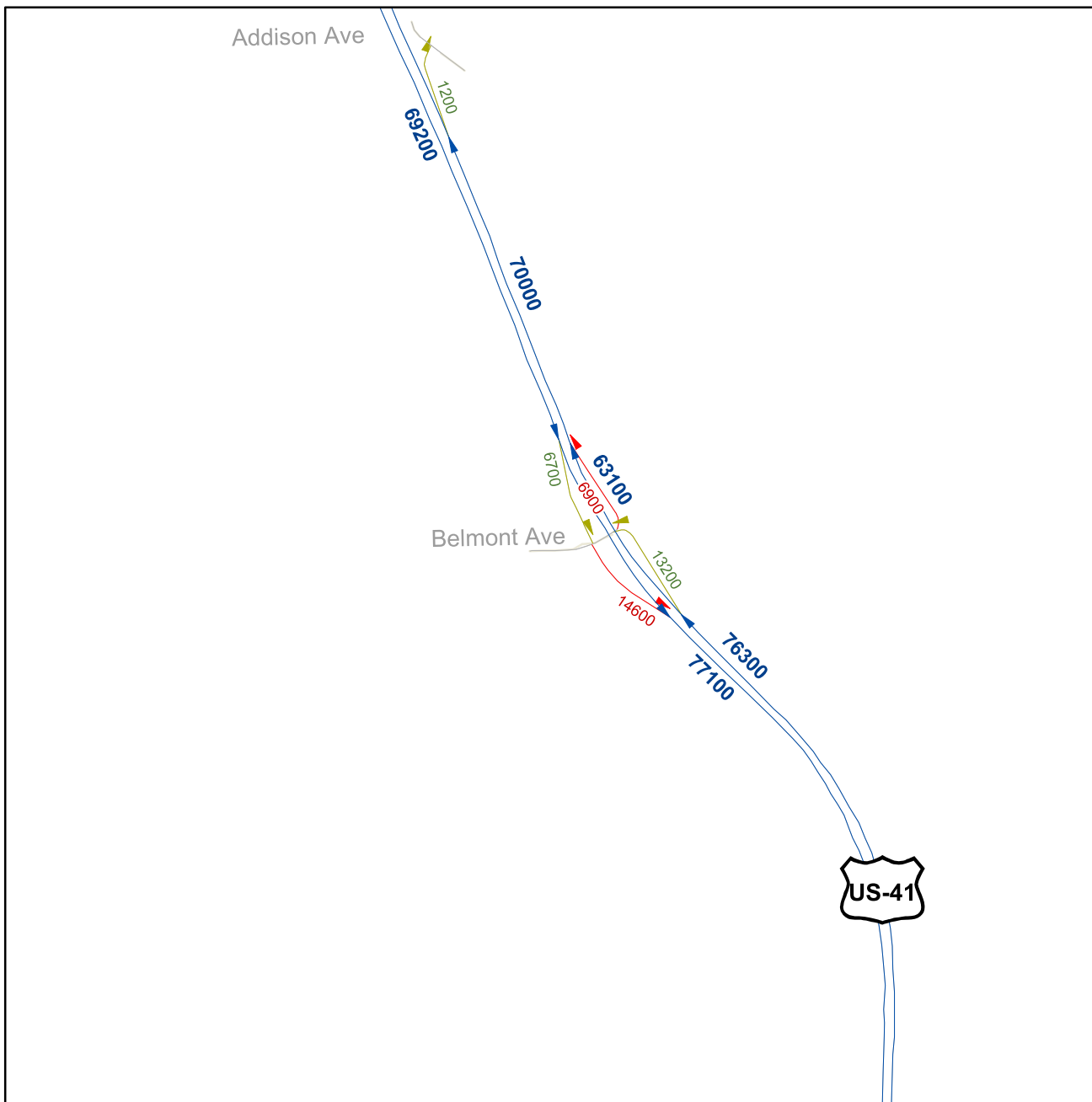


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

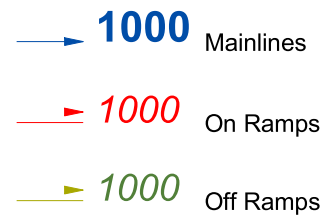


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ BELMONT
AVE

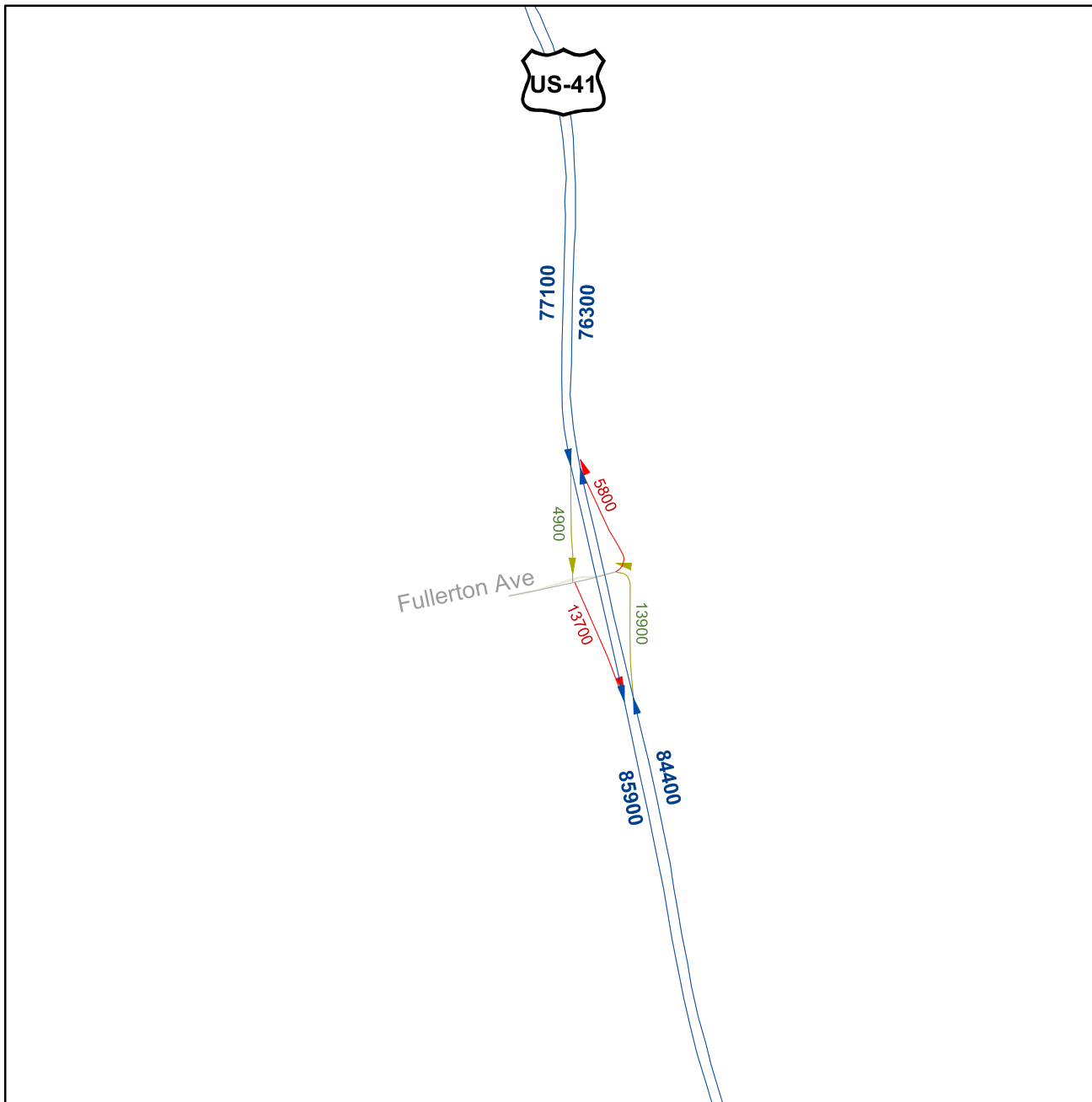


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

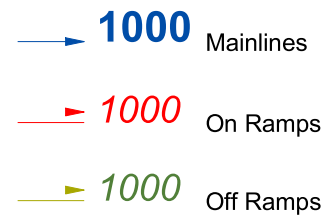


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ FULLERTON
AVE

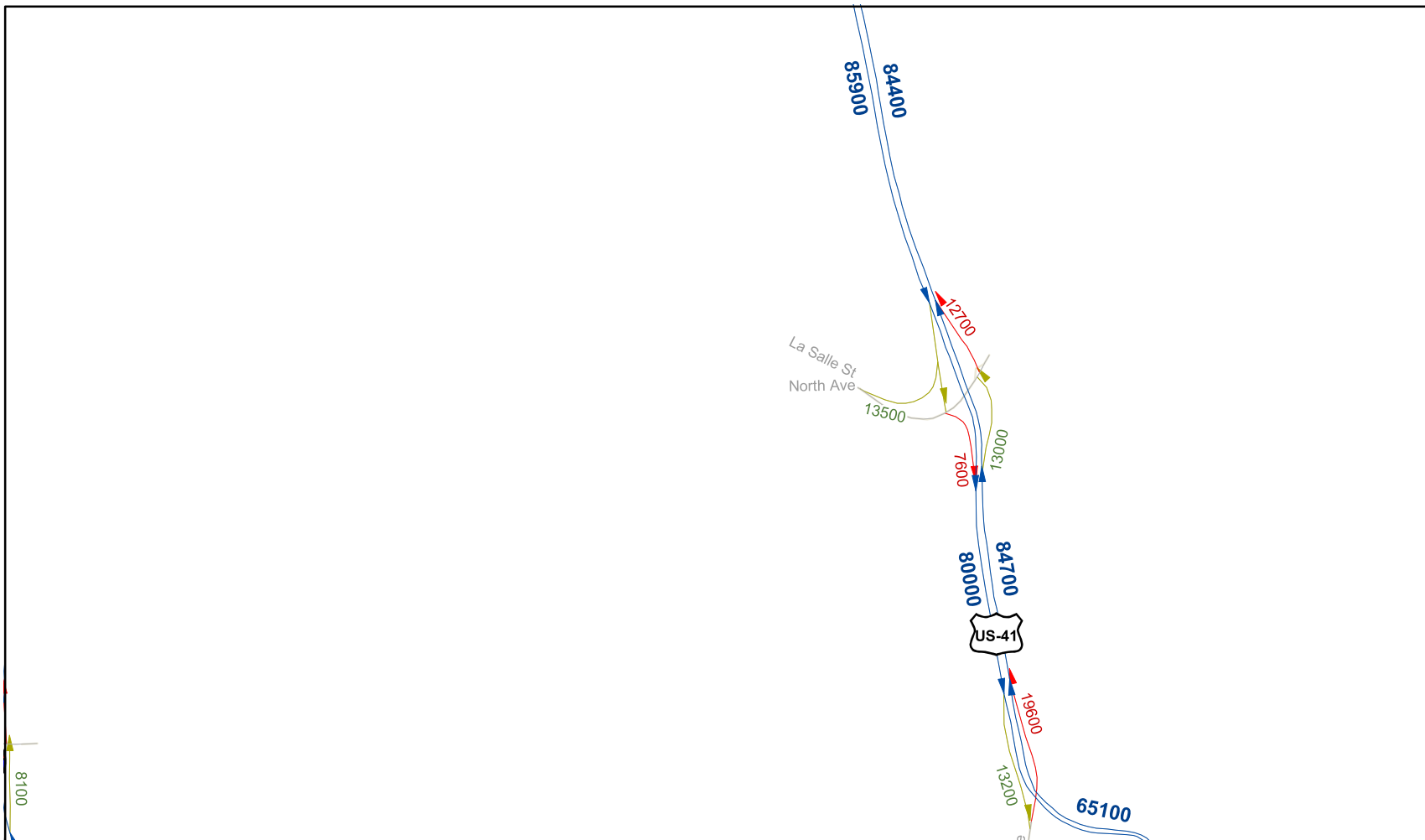


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

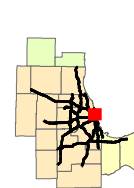
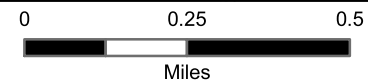


2001 AADT COUNTS

US ROUTE 41 LAKE SHORE DRIVE
@ NORTH AVE



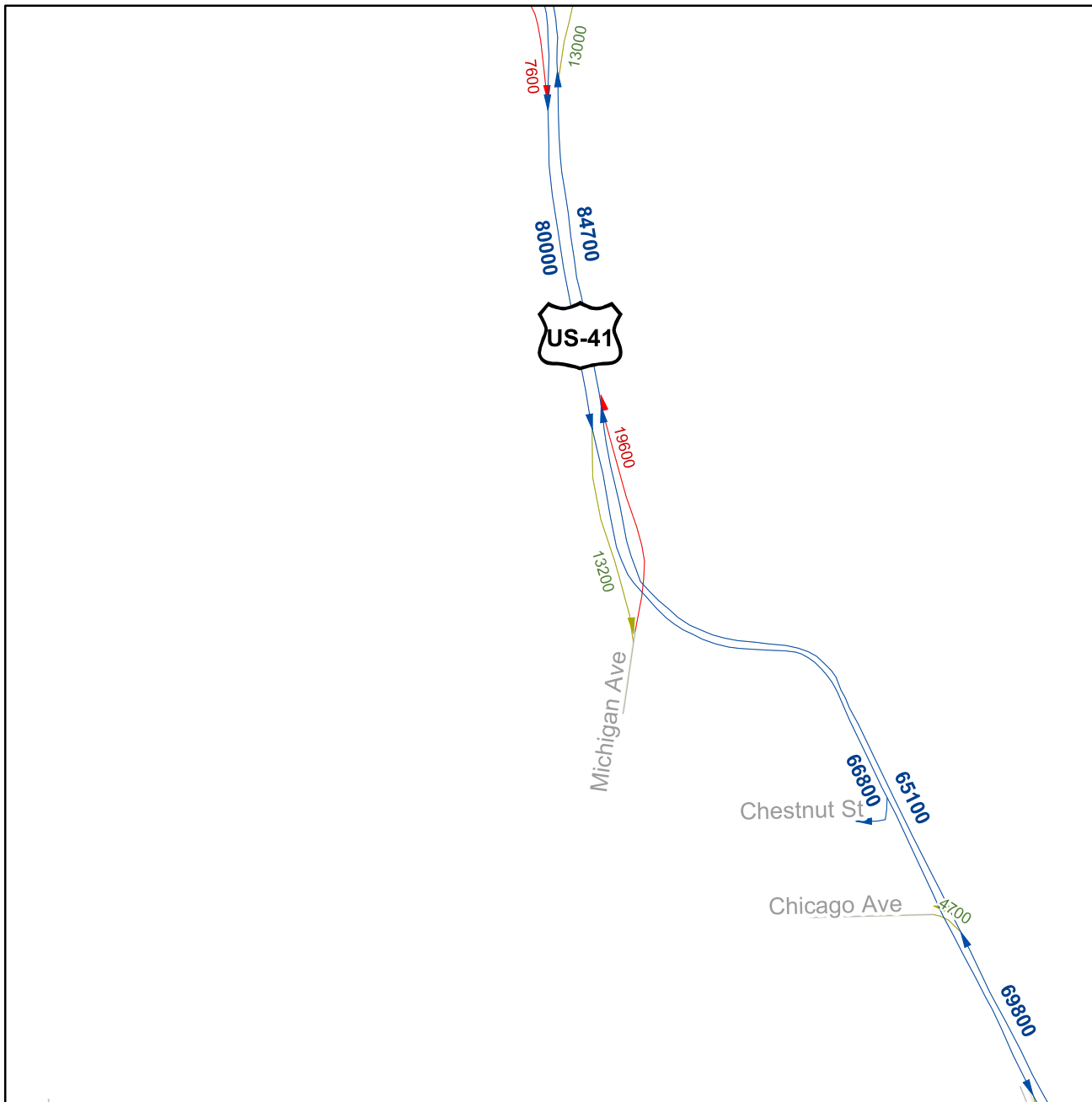
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

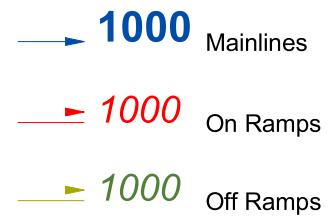
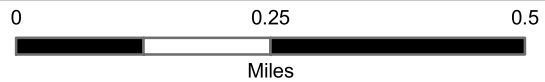


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ MICHIGAN
AVE

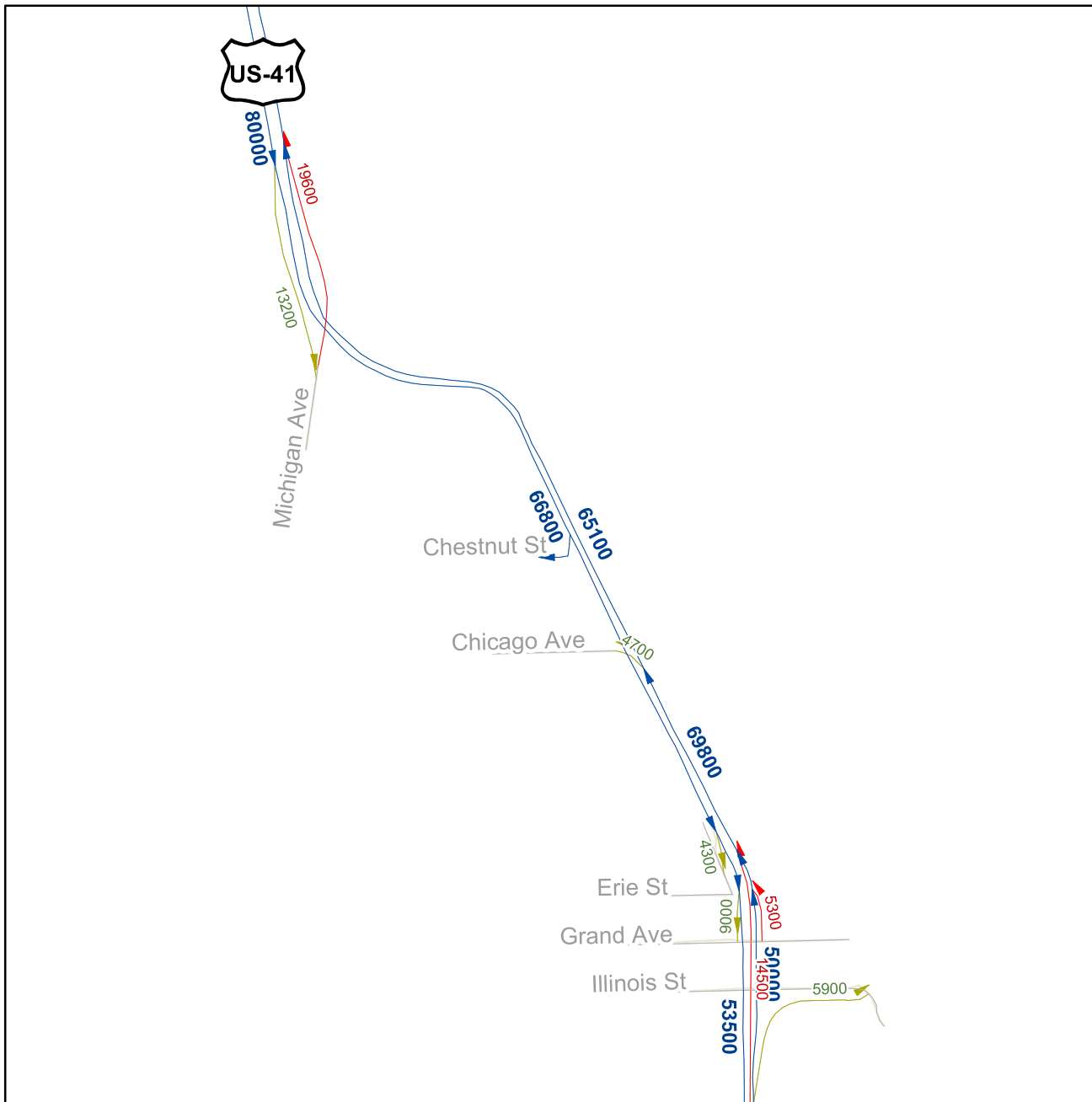


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

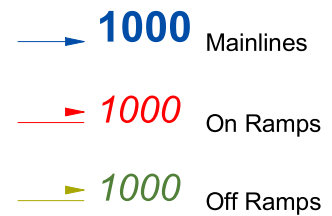
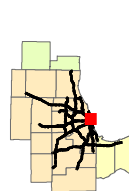
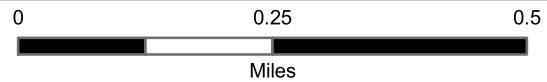


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ CHESTNUT
ST.

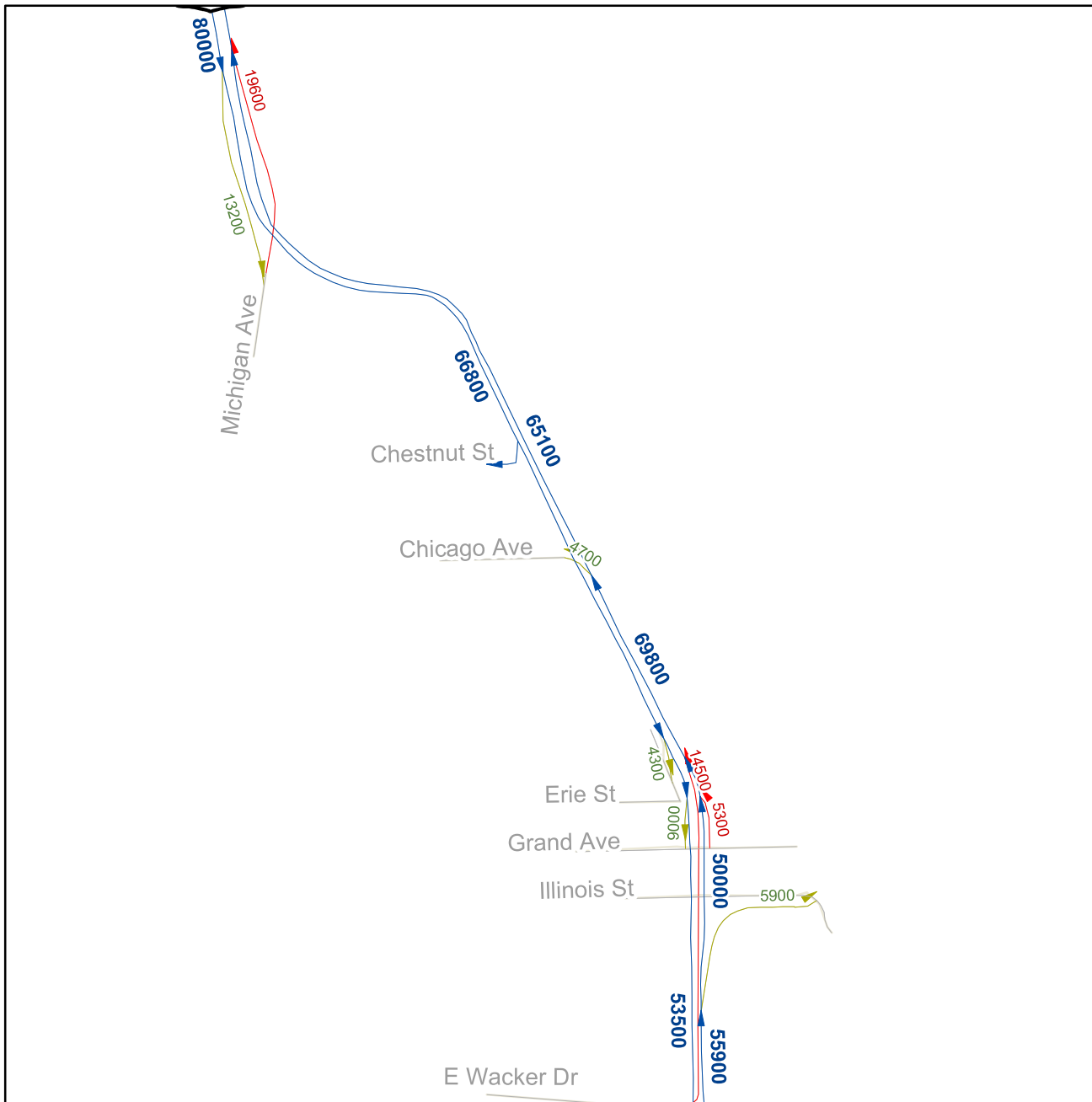


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

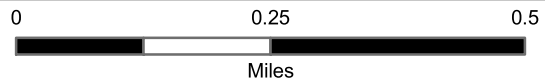


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ CHICAGO
AVE



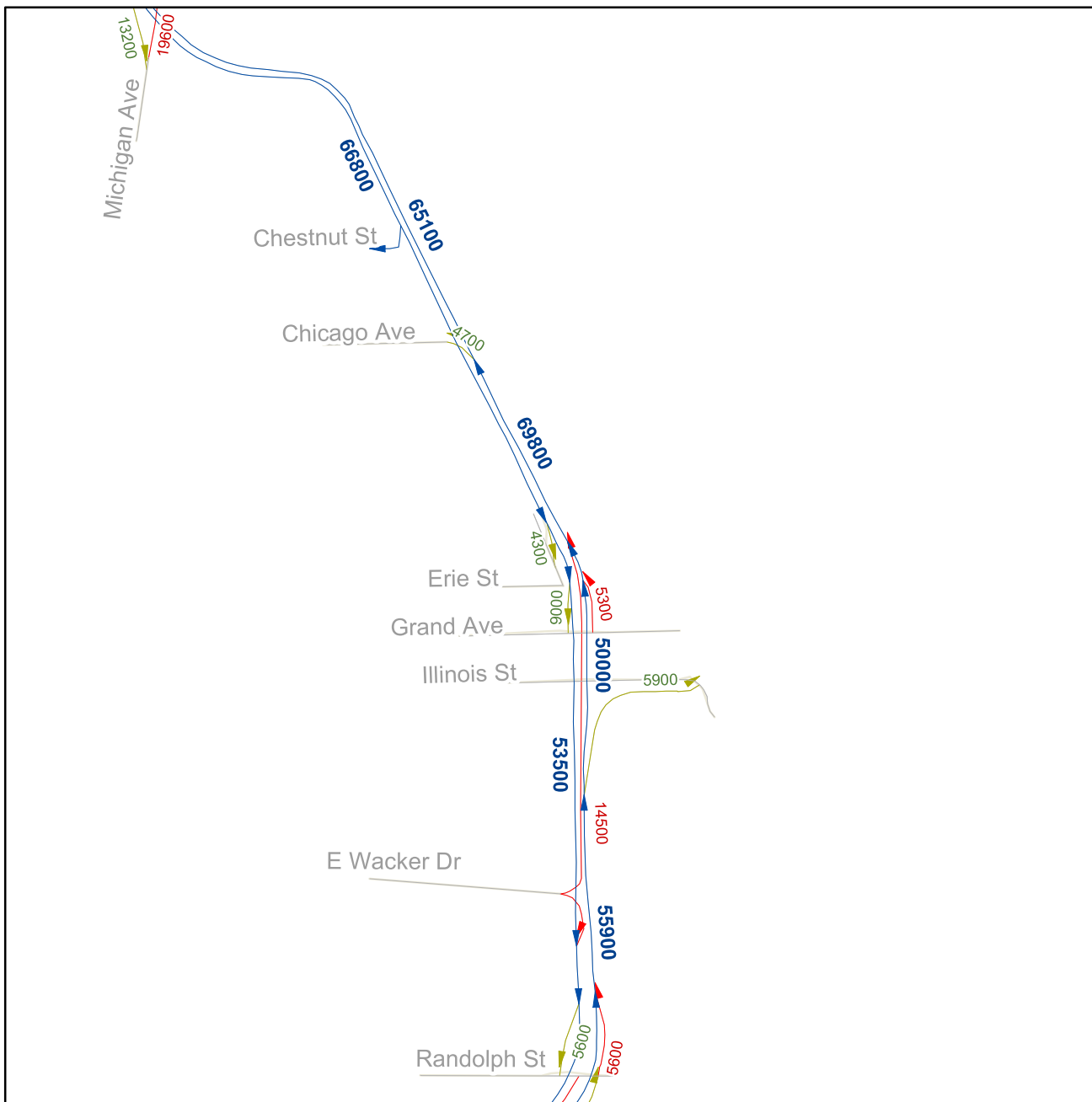
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

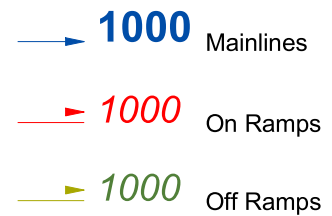


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ ERIE
ST

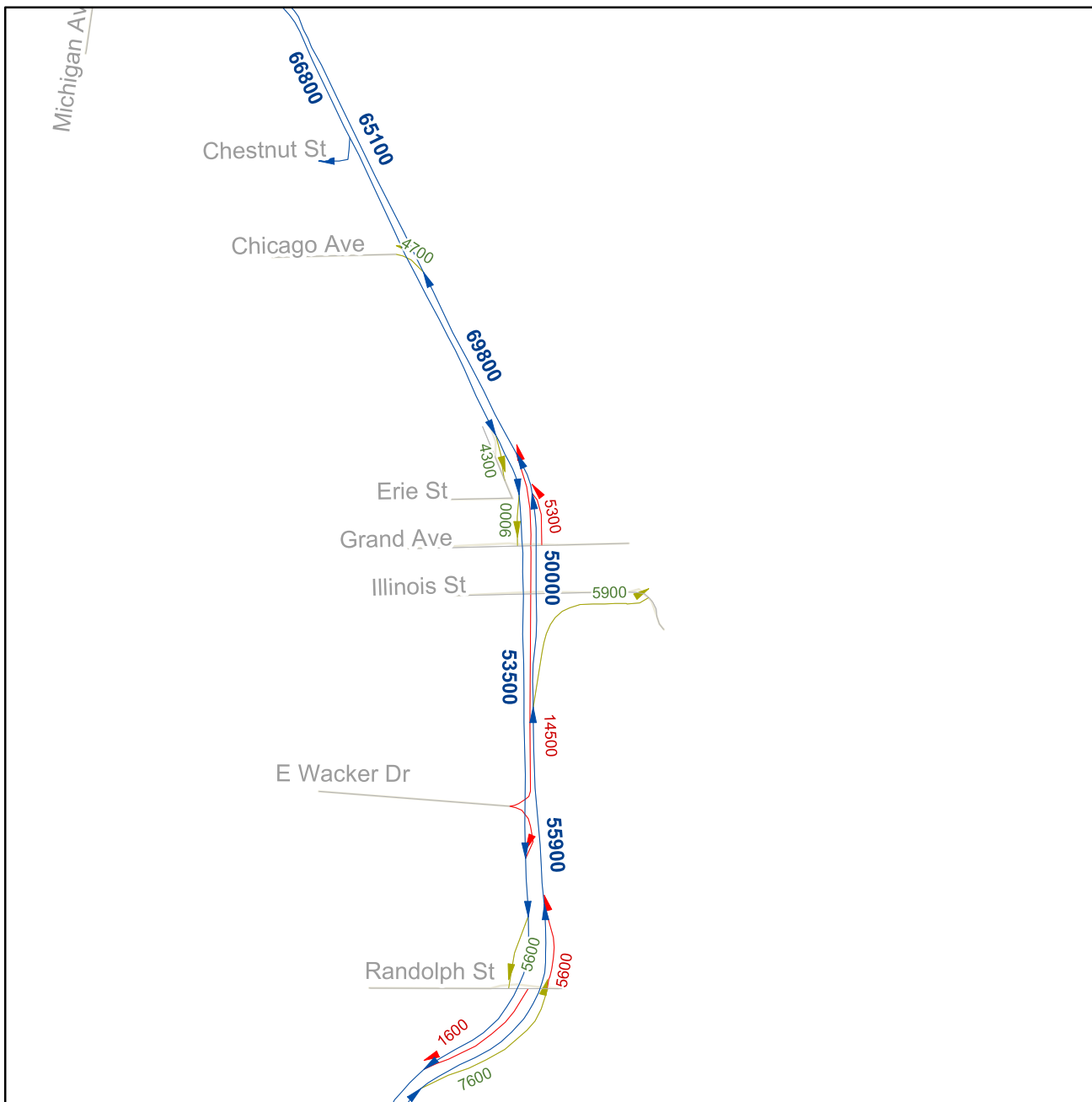


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

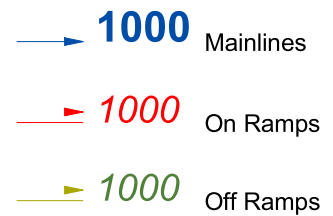
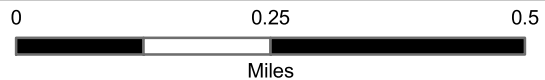


2001 AADT COUNTS

**US ROUTE 41 LAKE
SHORE DRIVE @ GRAND
AVE**

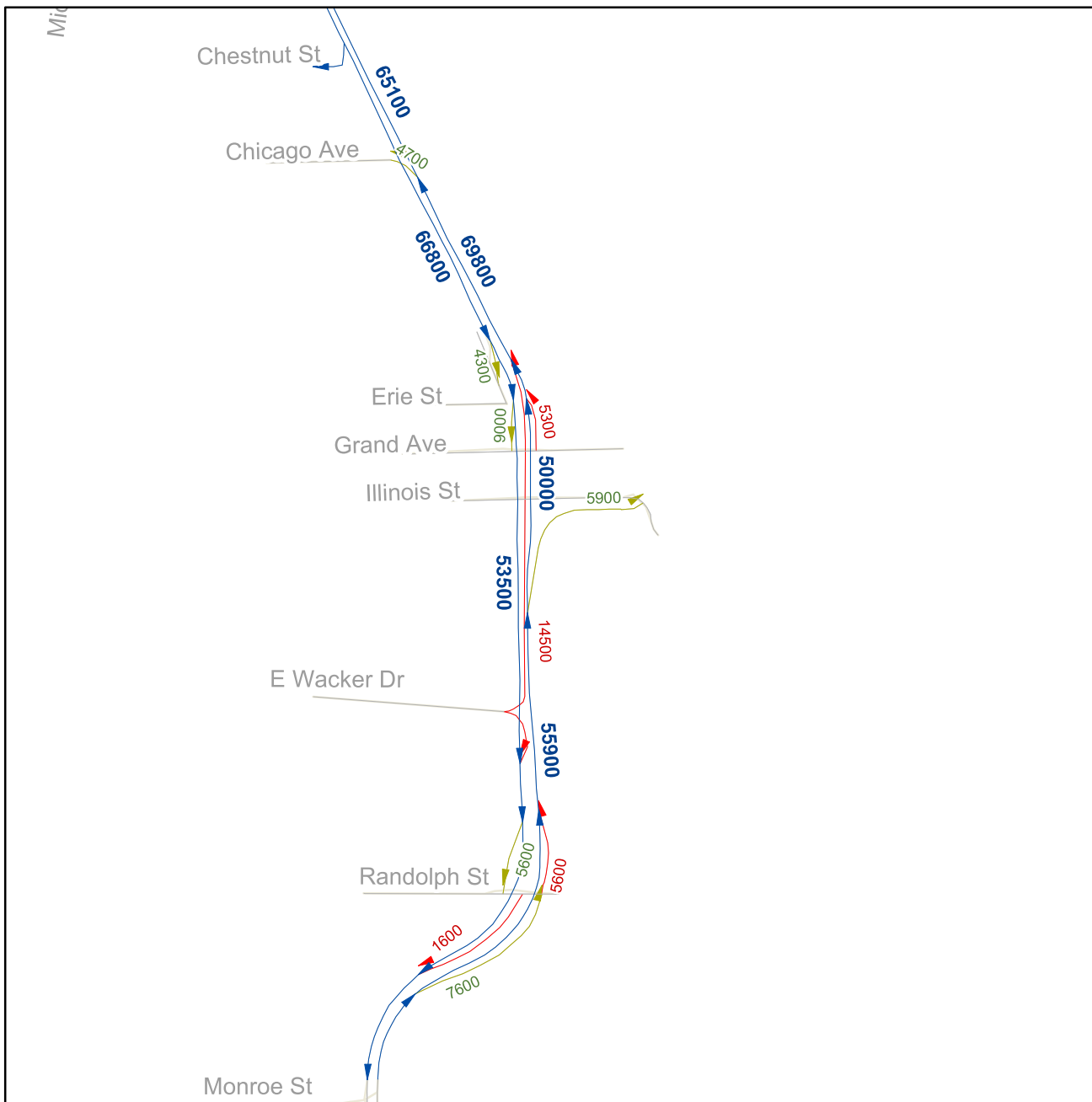


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

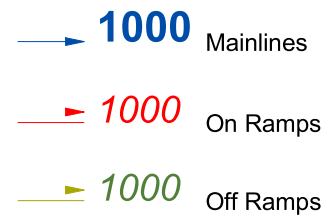
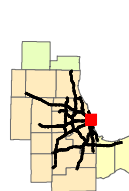


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ ILLINOIS
ST

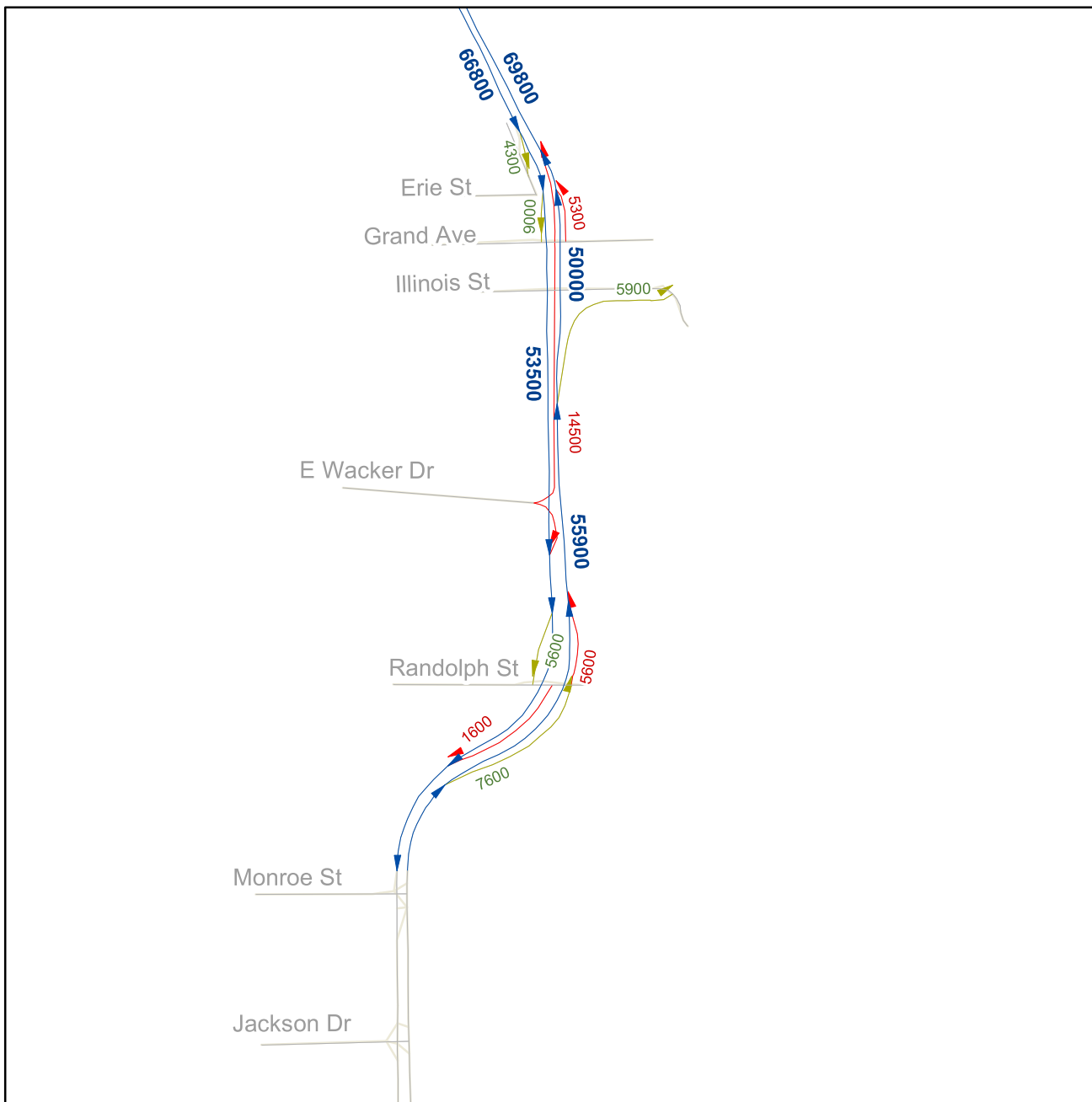


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

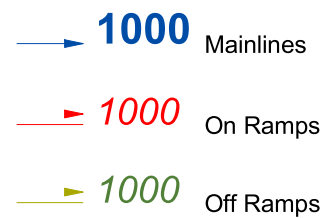


2001 AADT COUNTS

**US ROUTE 41 LAKE
SHORE DRIVE @ WACKER
DR**

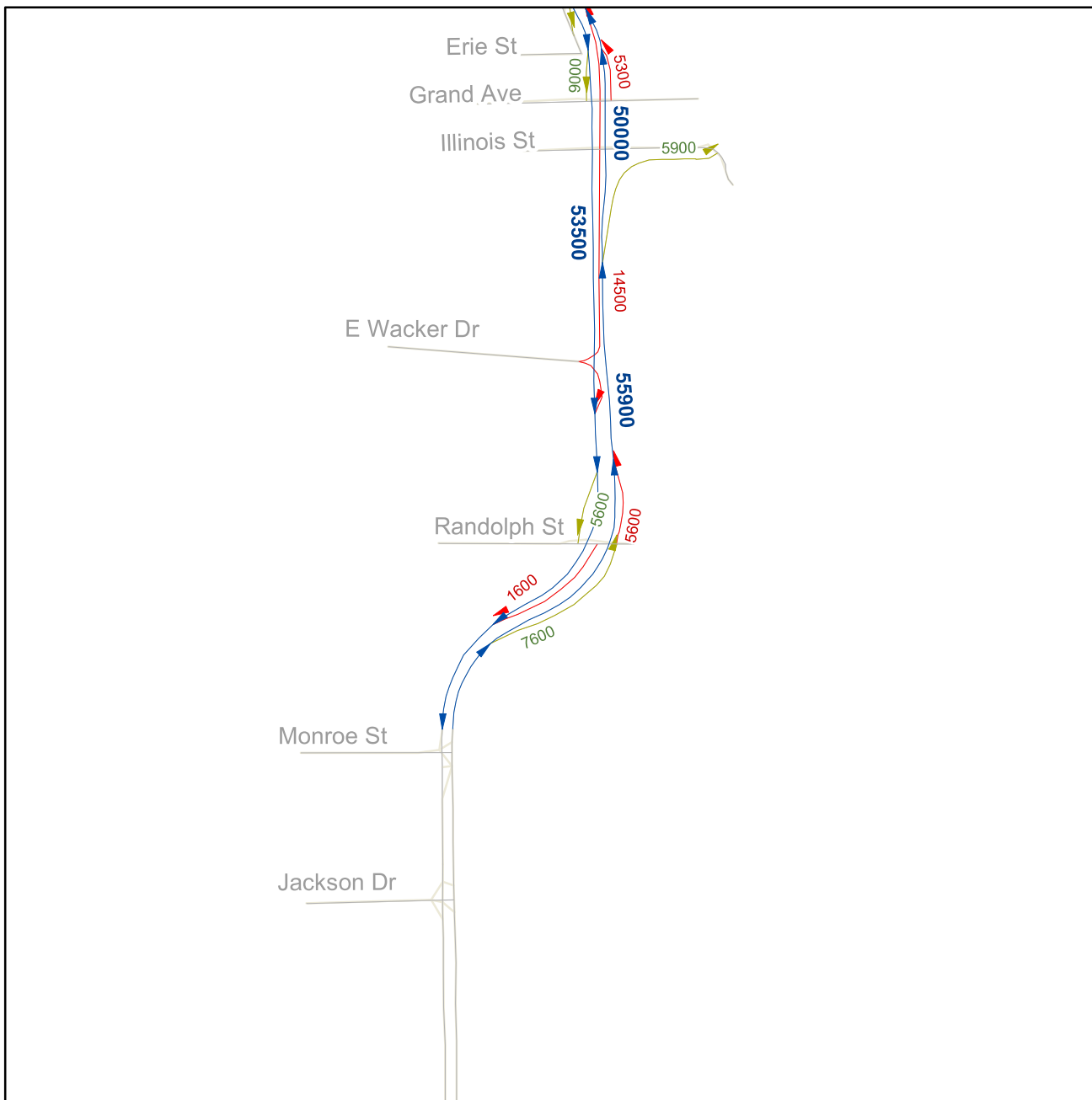


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

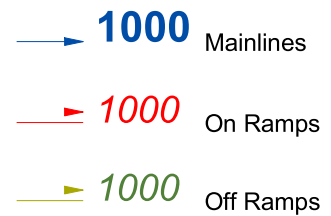


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ RANDOLPH
ST

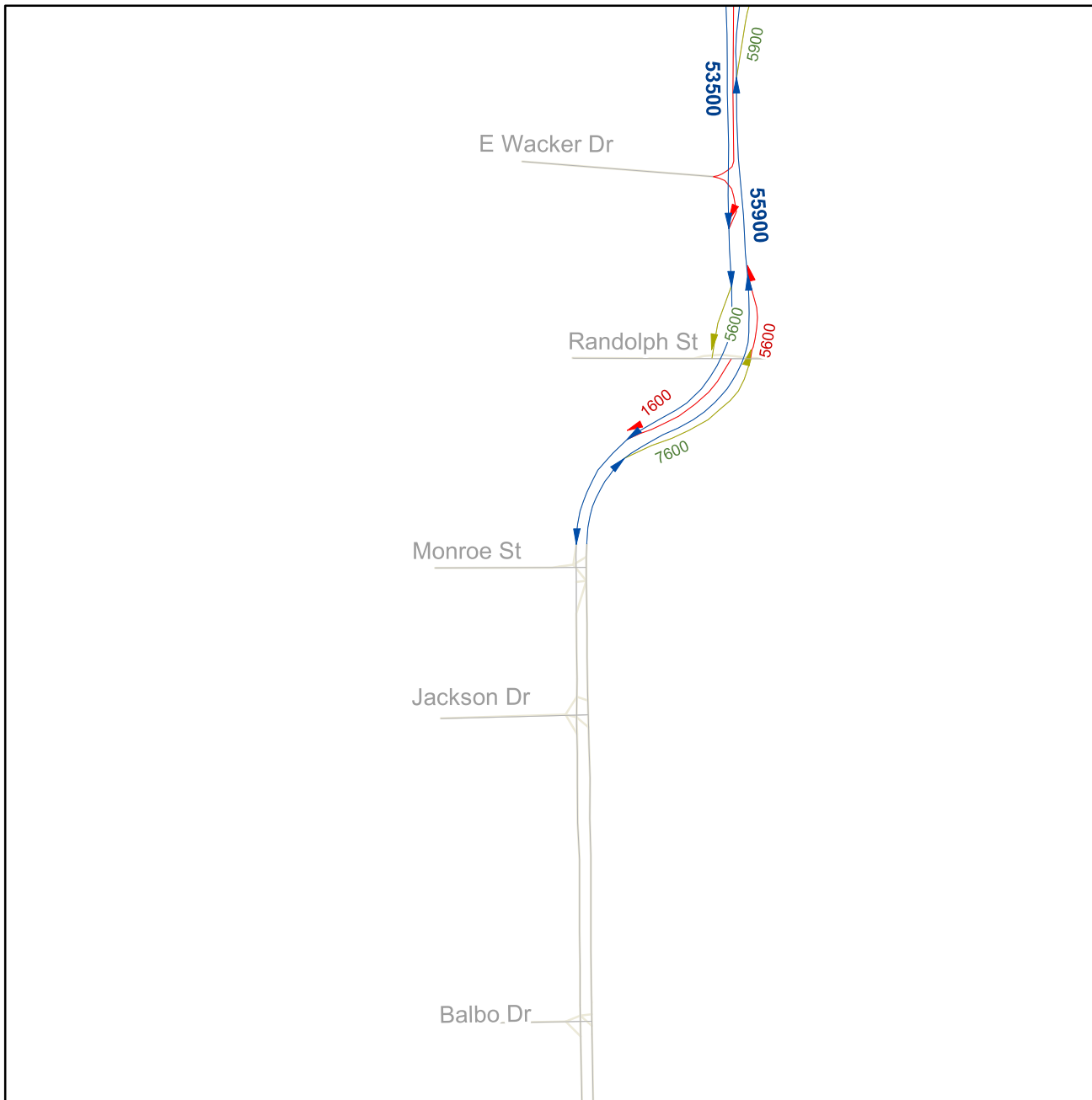


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

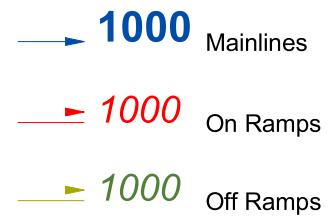
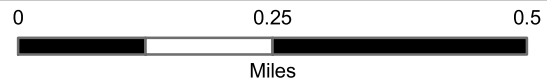


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ MONROE
ST.

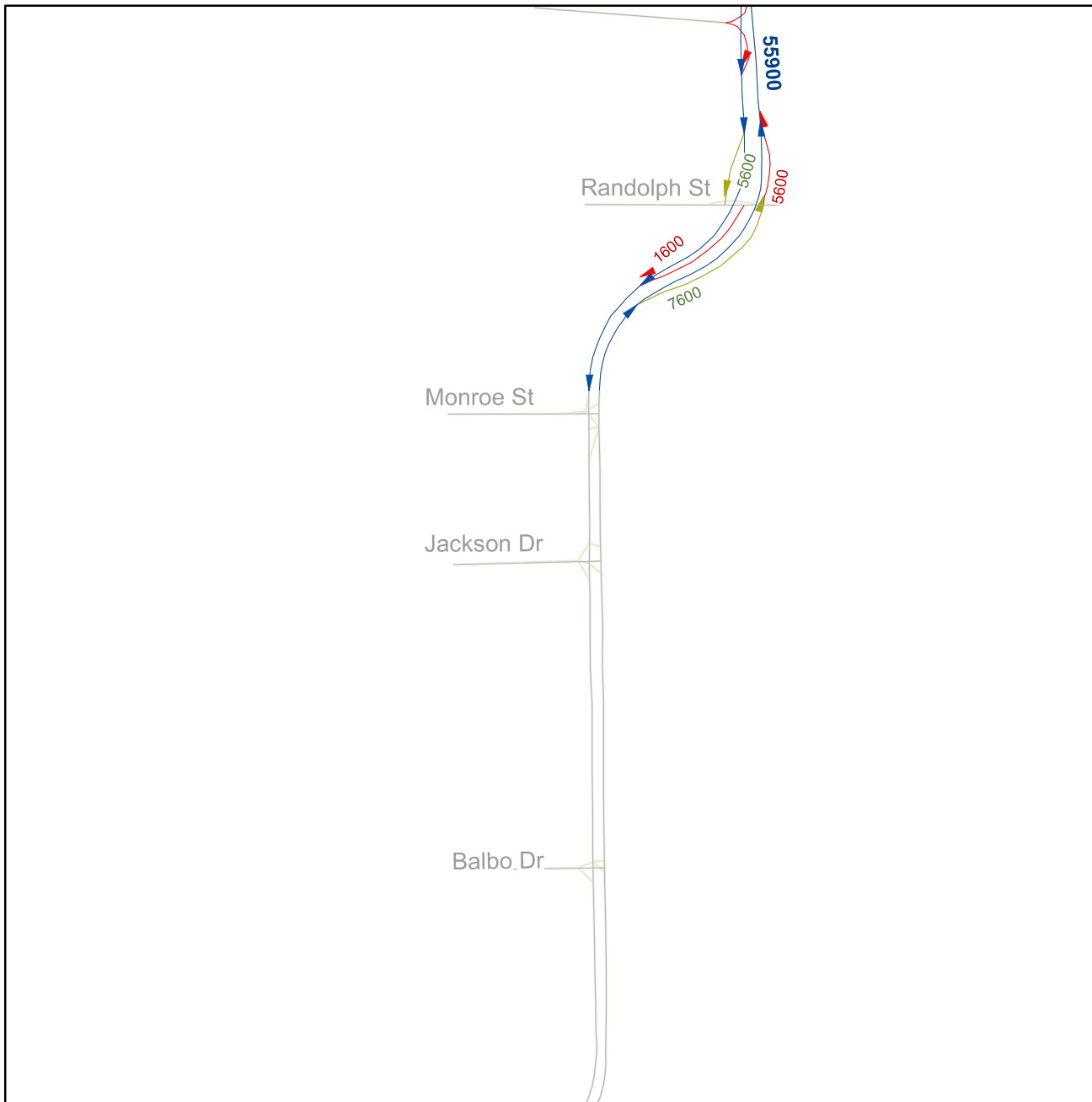


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

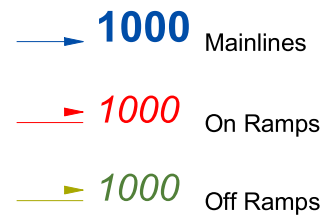
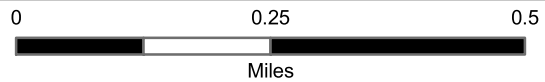


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ JACKSON
DR

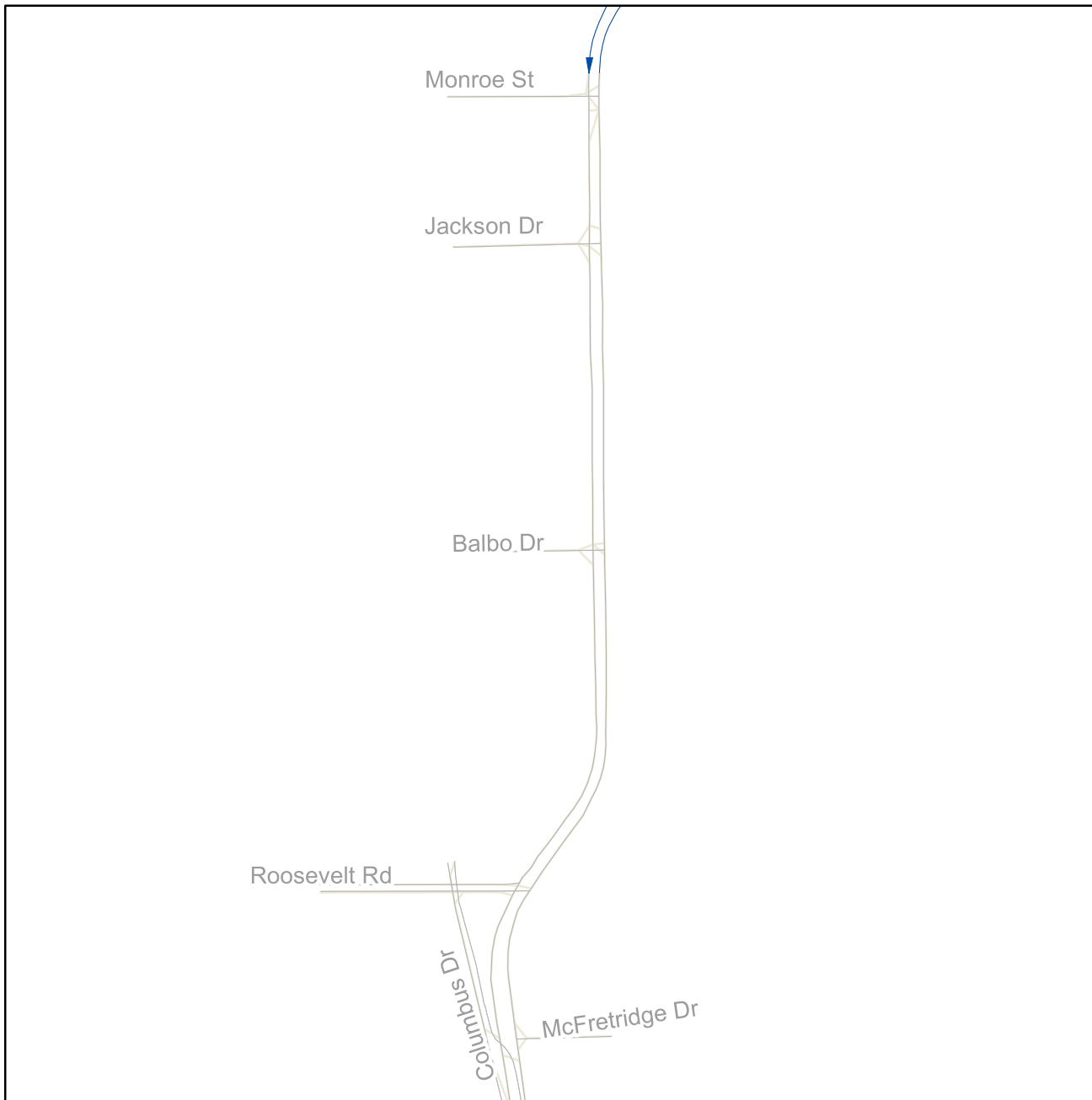


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

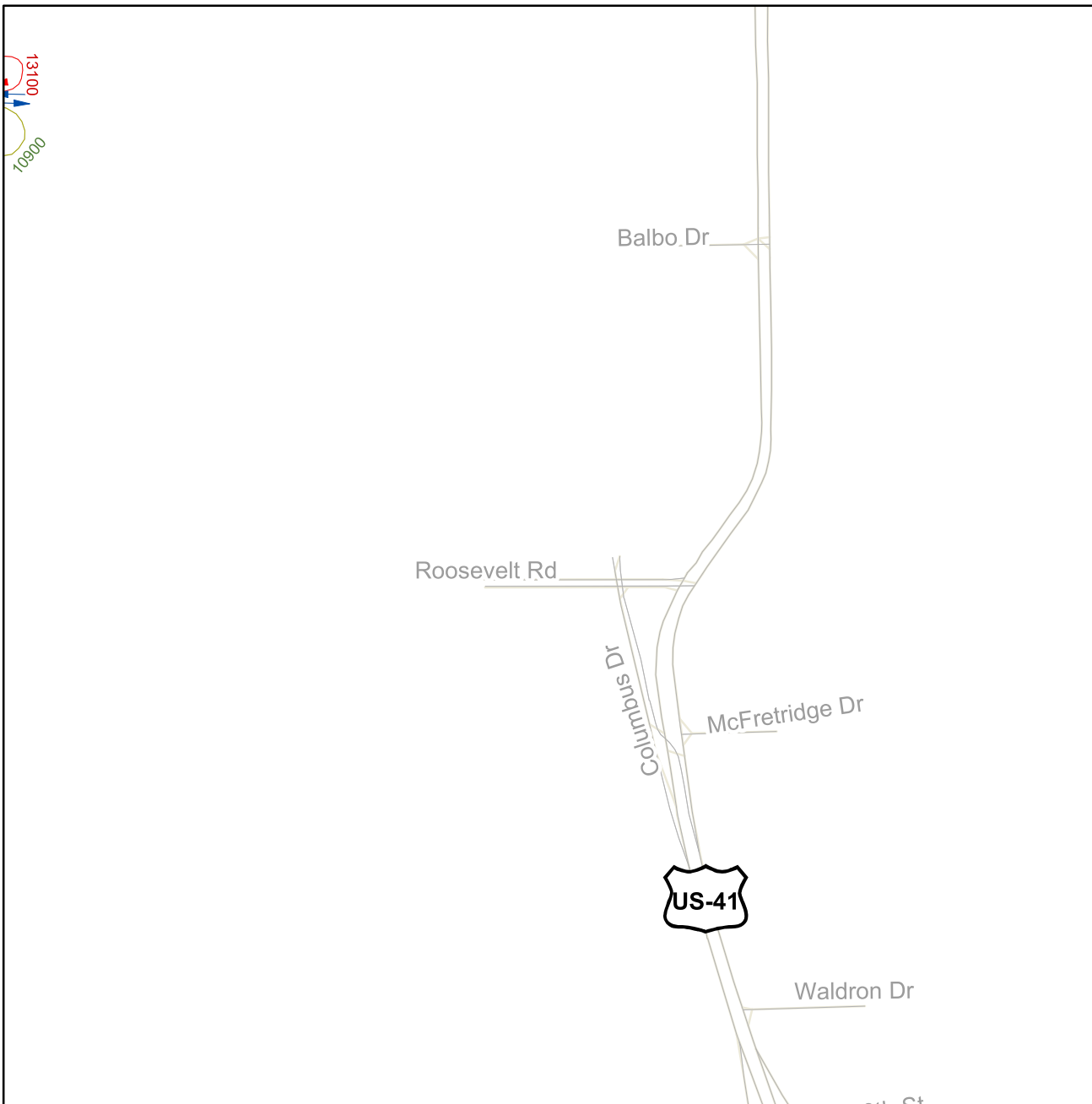
US ROUTE 41 LAKE
SHORE DRIVE @ BALBO
DR.



The Chicago Area Transportation Study

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

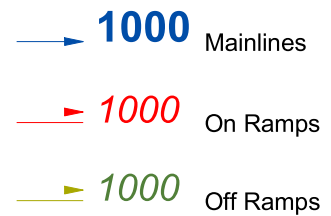
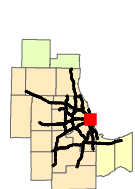


2001 AADT COUNTS

**US ROUTE 41 LAKE
SHORE DRIVE @ ROOSEVELT
RD AND COLUMBUS
DR**

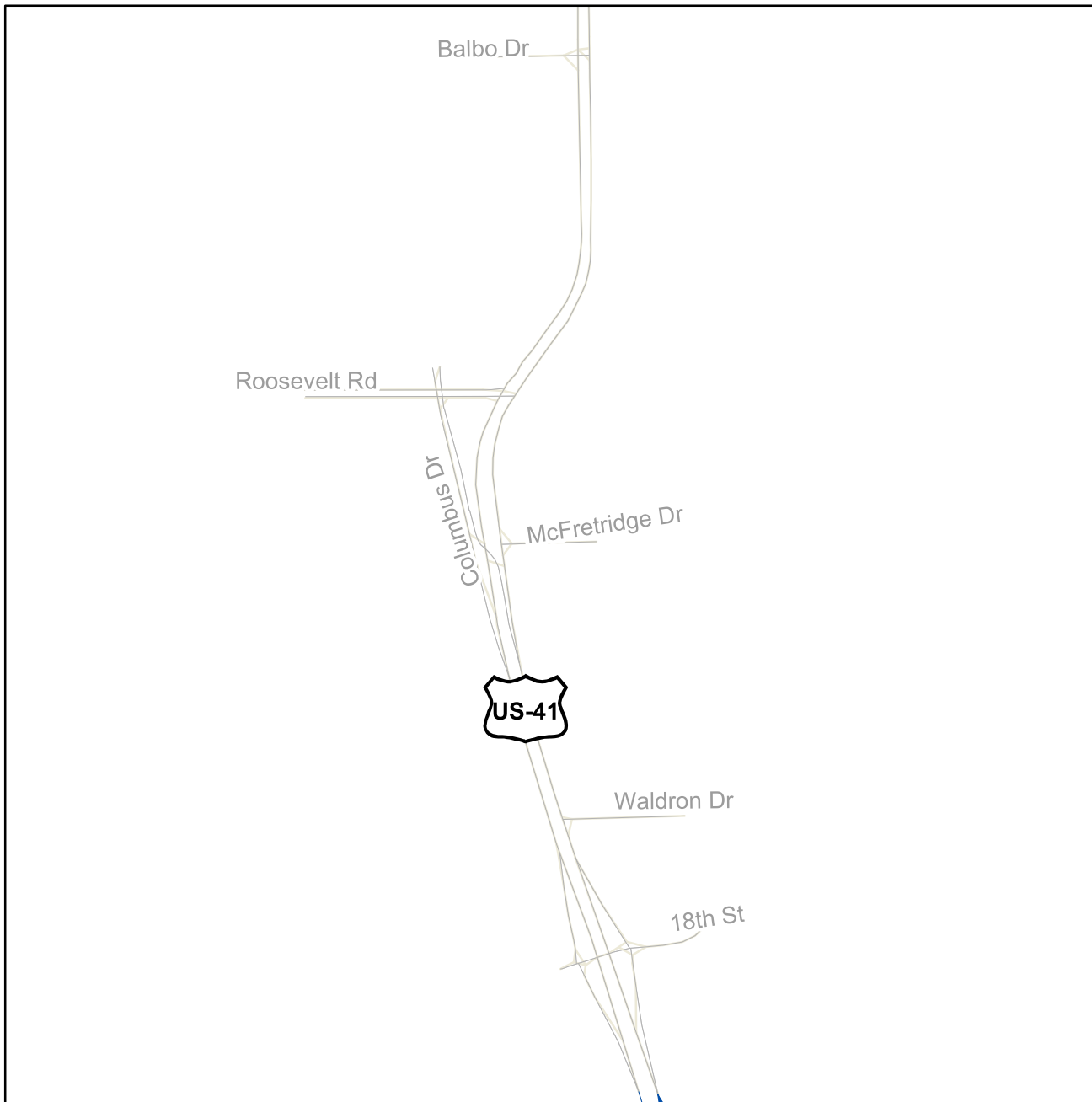


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

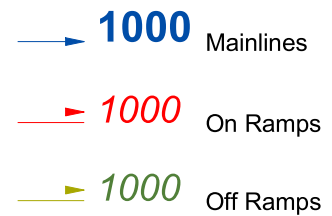
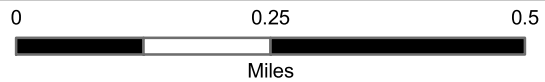


2001 AADT COUNTS

**US ROUTE 41 LAKE
SHORE DRIVE @ MCFETRIDGE
DR**

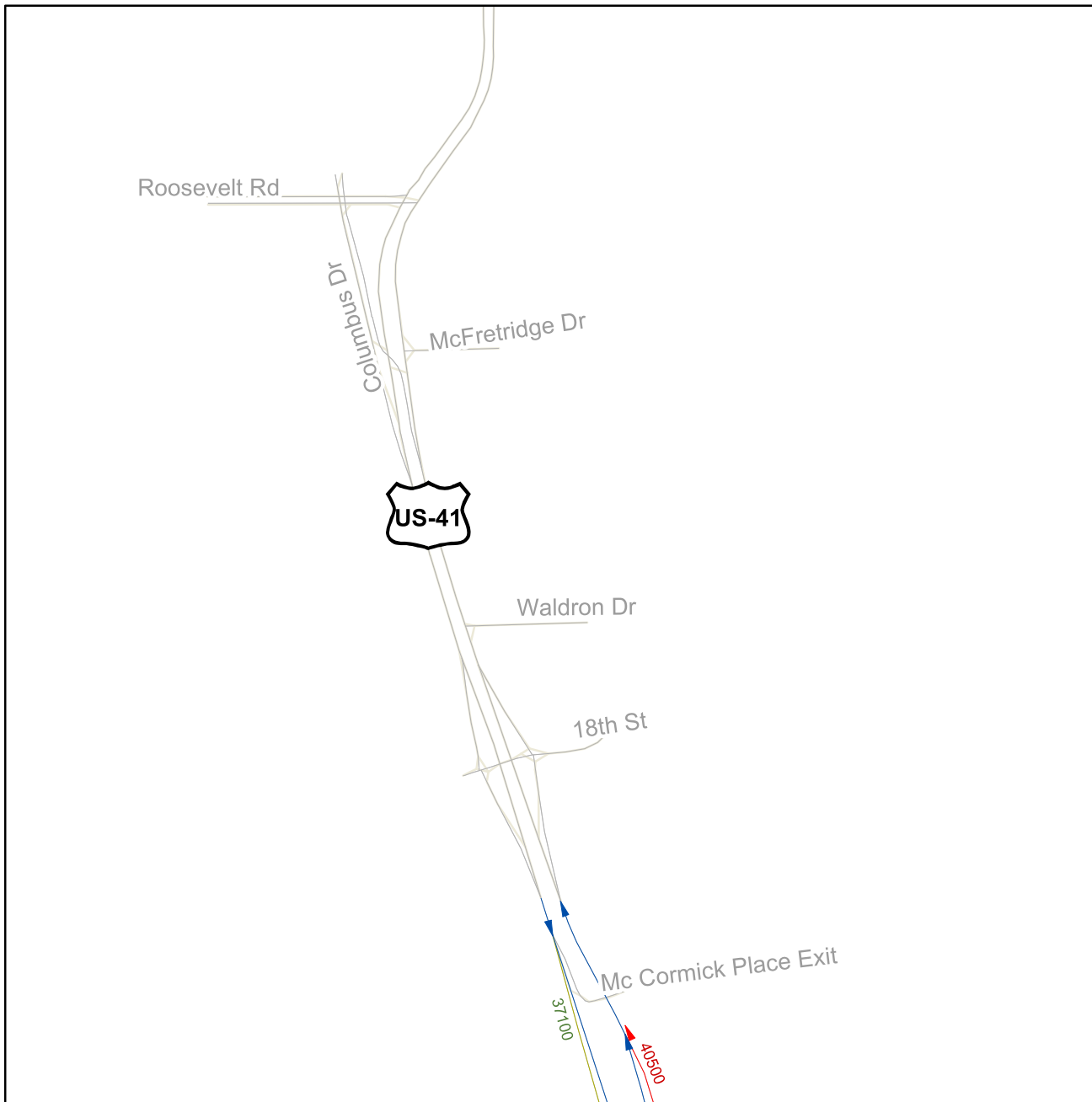


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

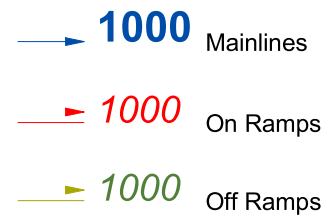


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ WALDRON
DR

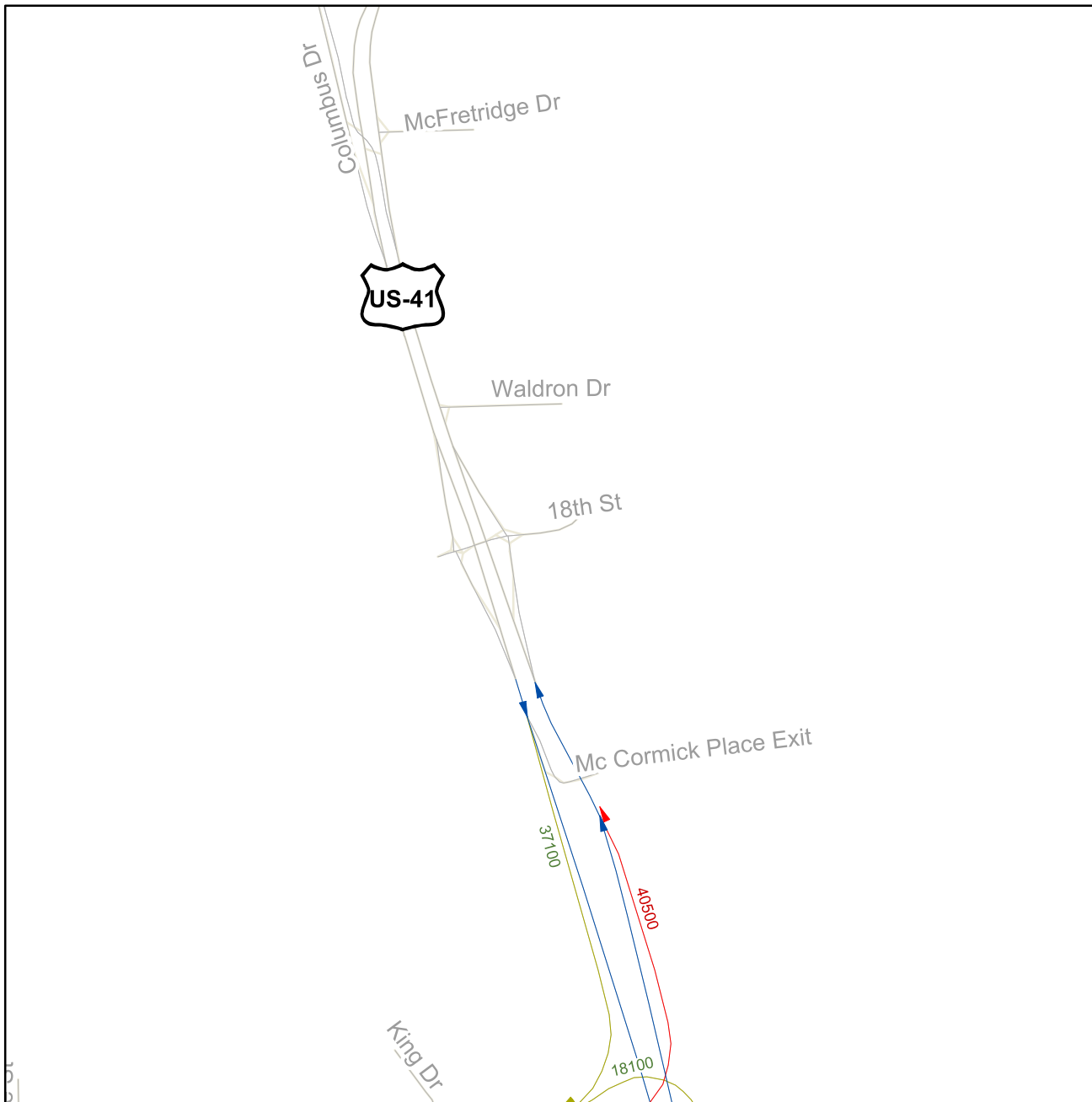


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

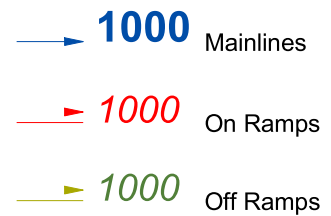


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ 18TH
ST

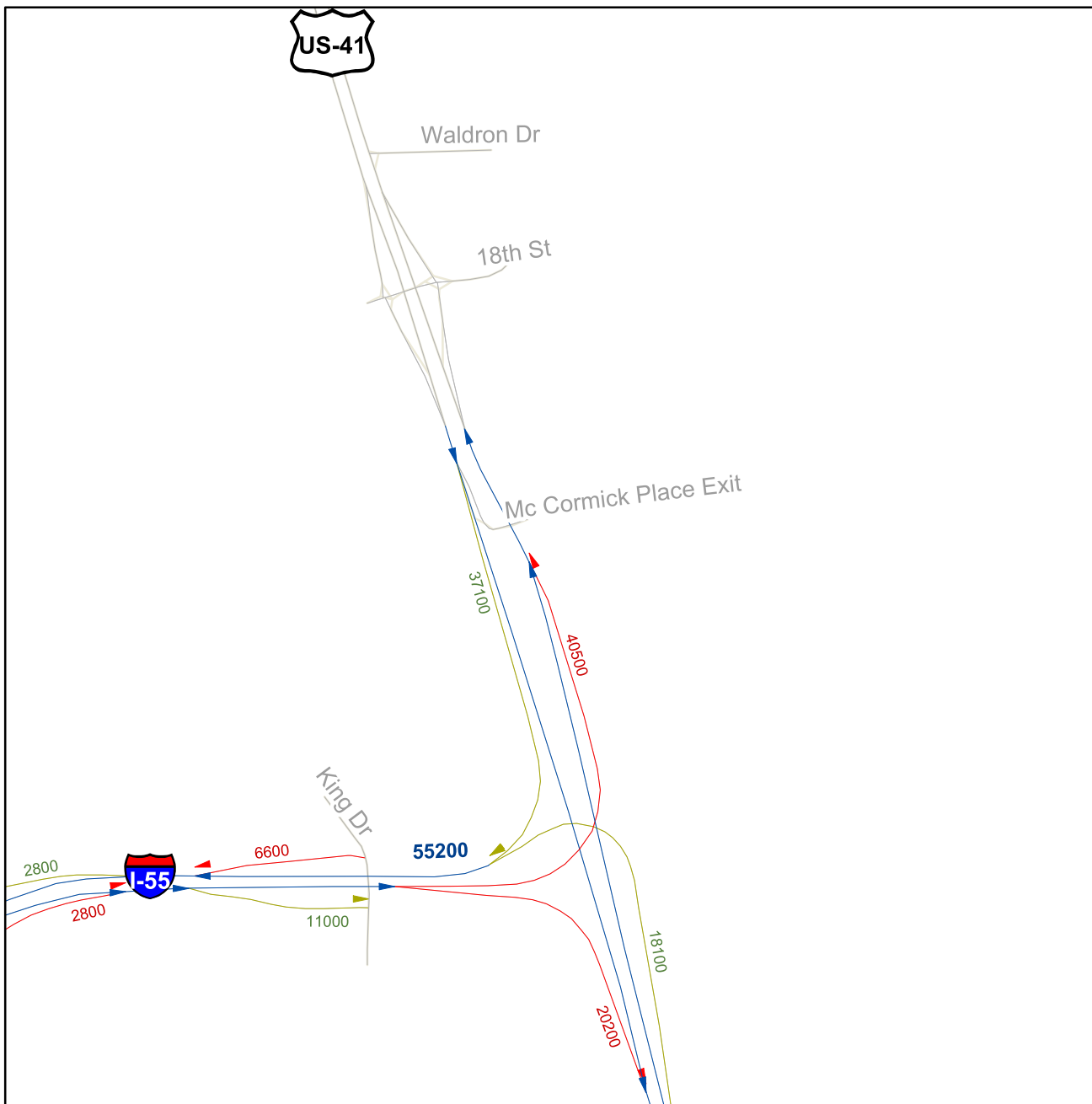


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

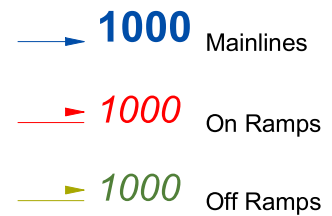


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ MCCORMICK
PLACE

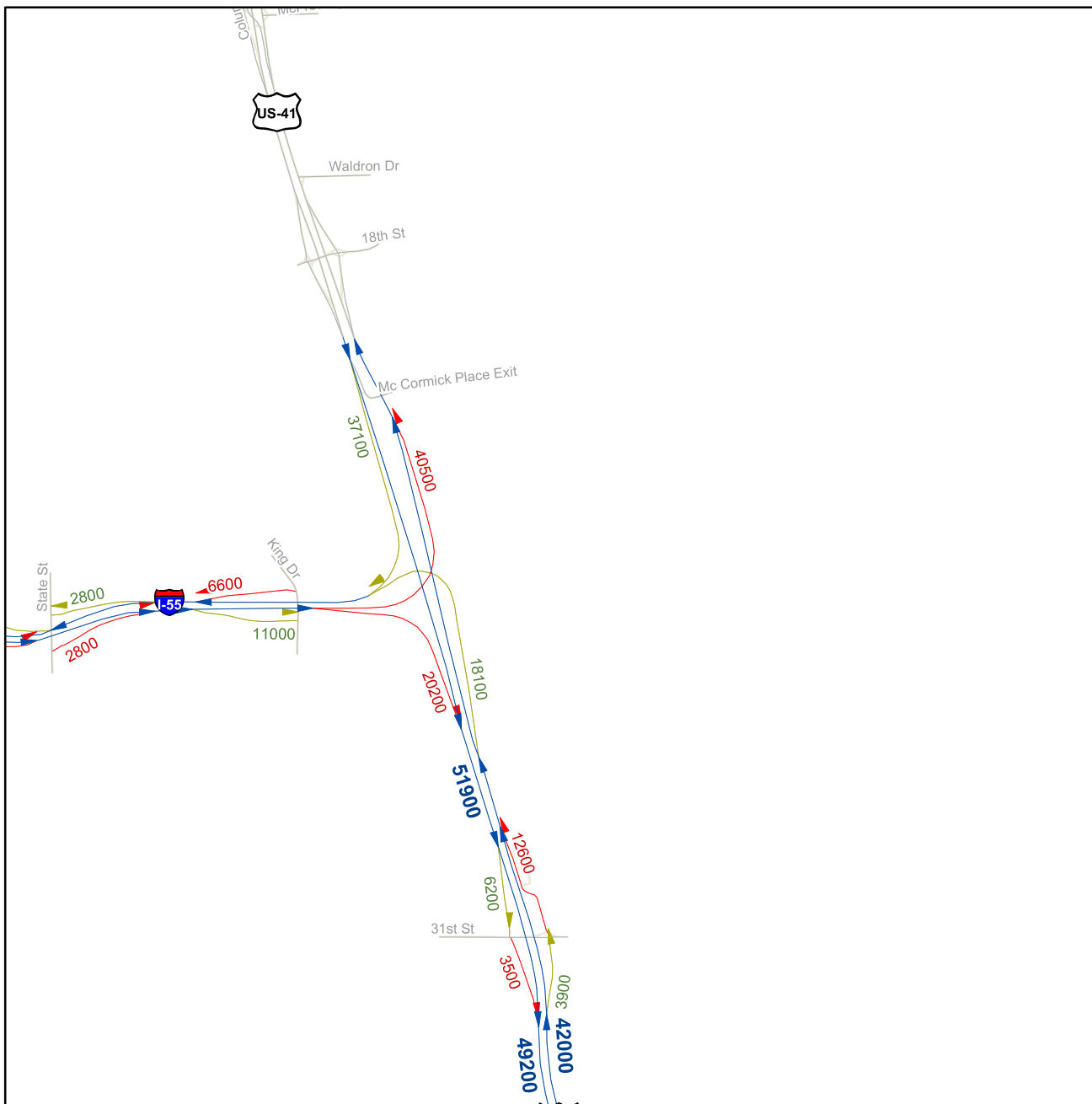


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

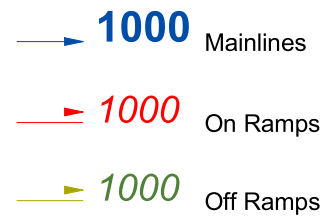
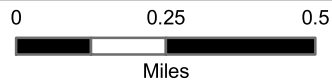


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ I-55
STEVENSON EXPRESSWAY

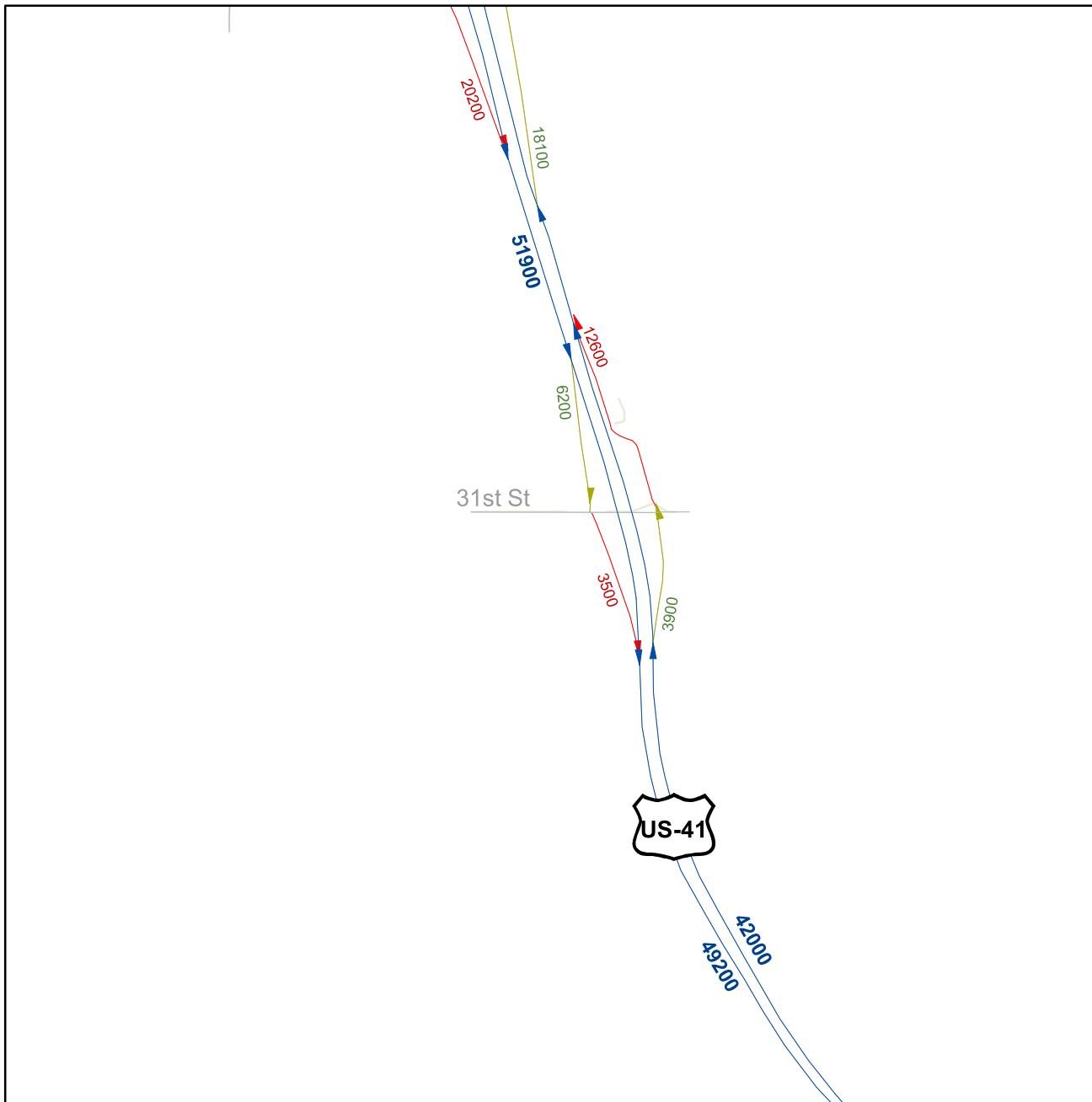


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

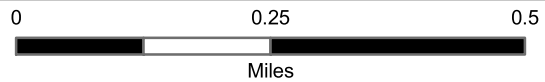


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @31ST
ST



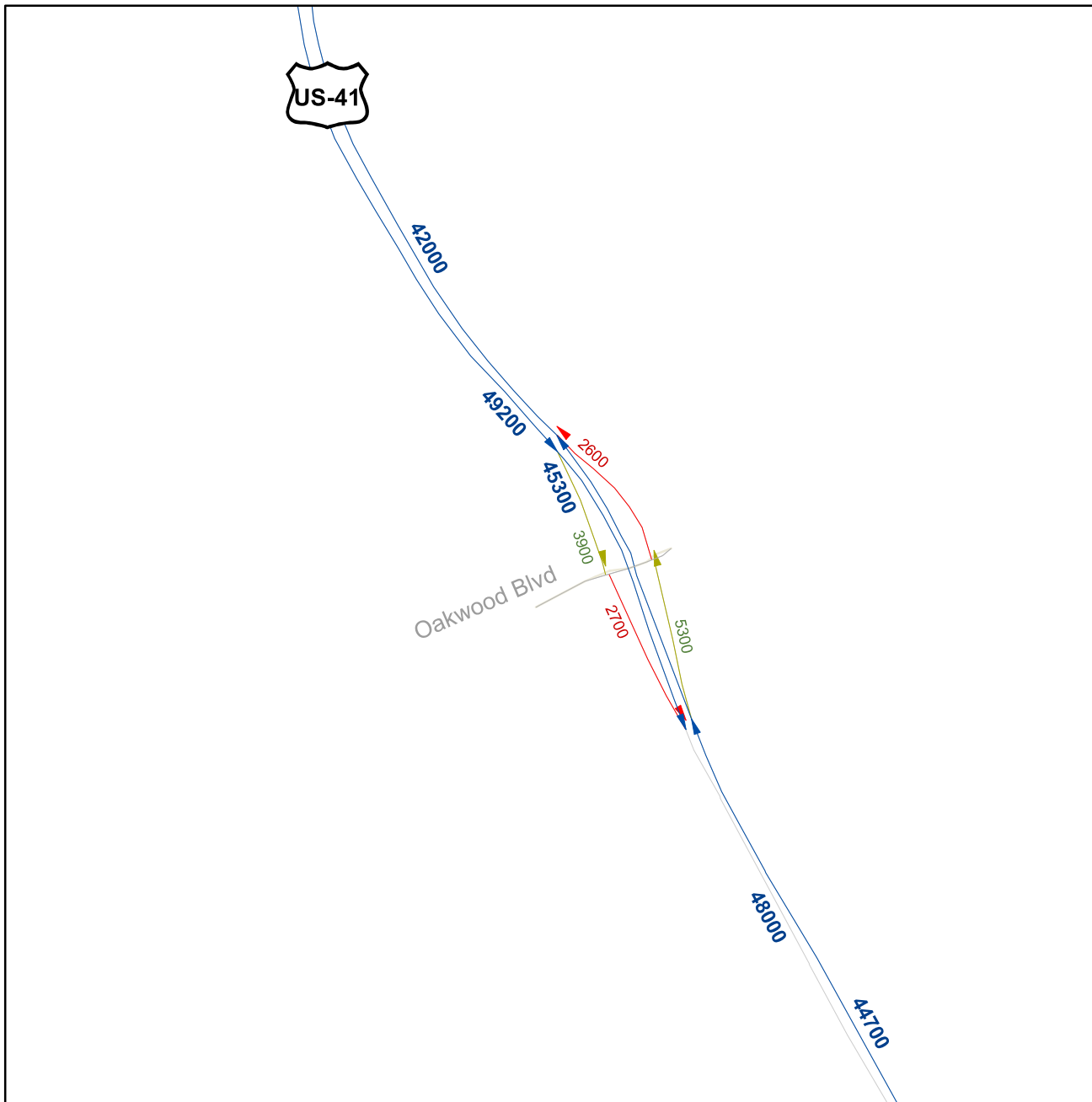
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

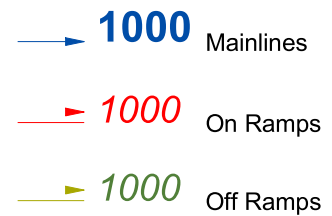
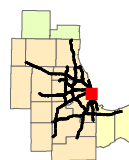
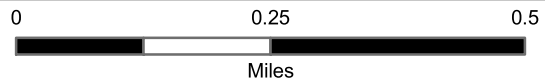


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ OAKWOOD
BLVD

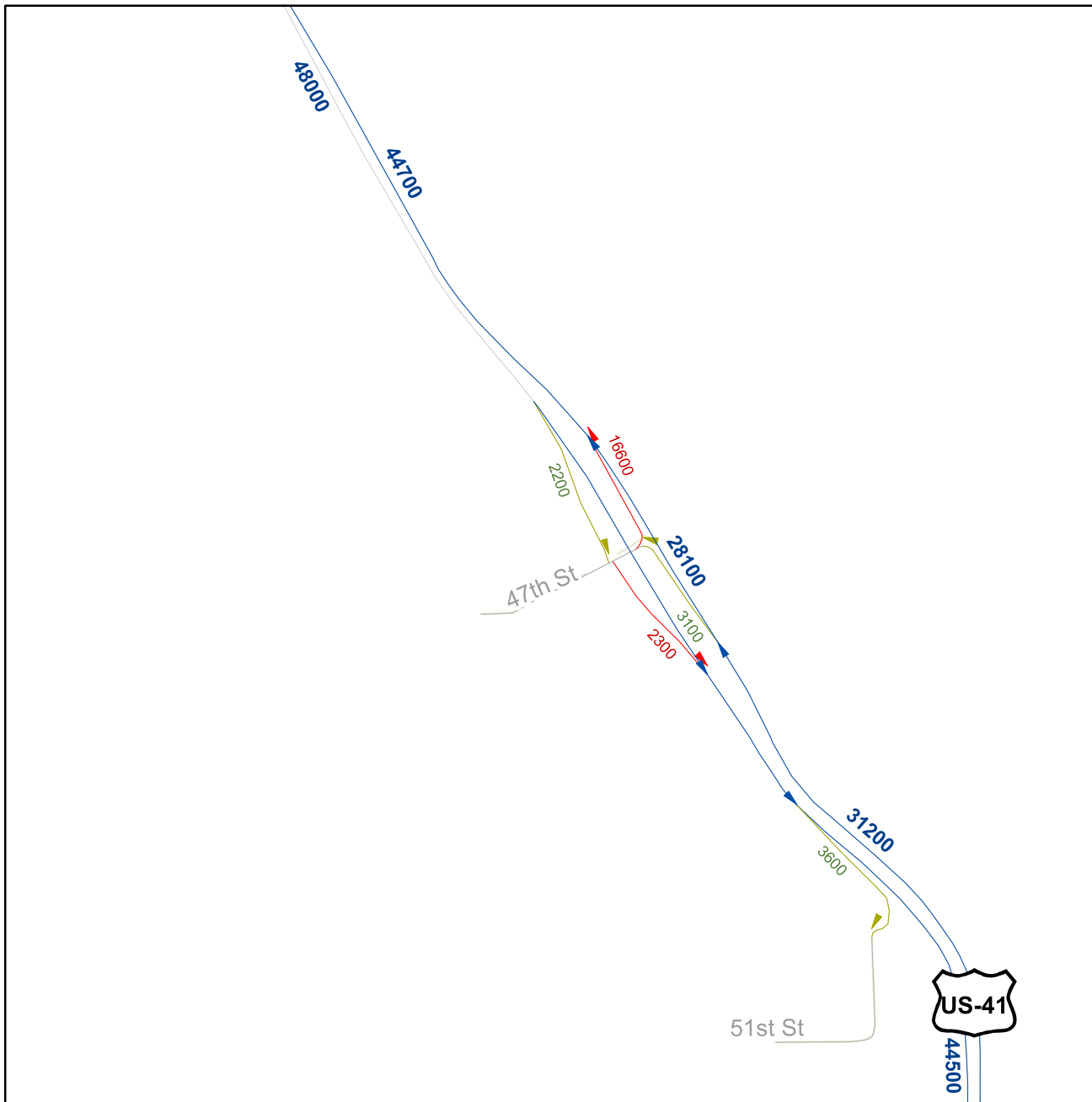


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

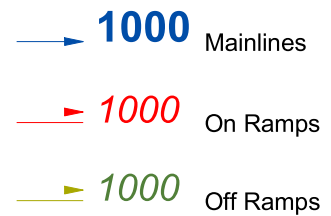


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @47TH
ST

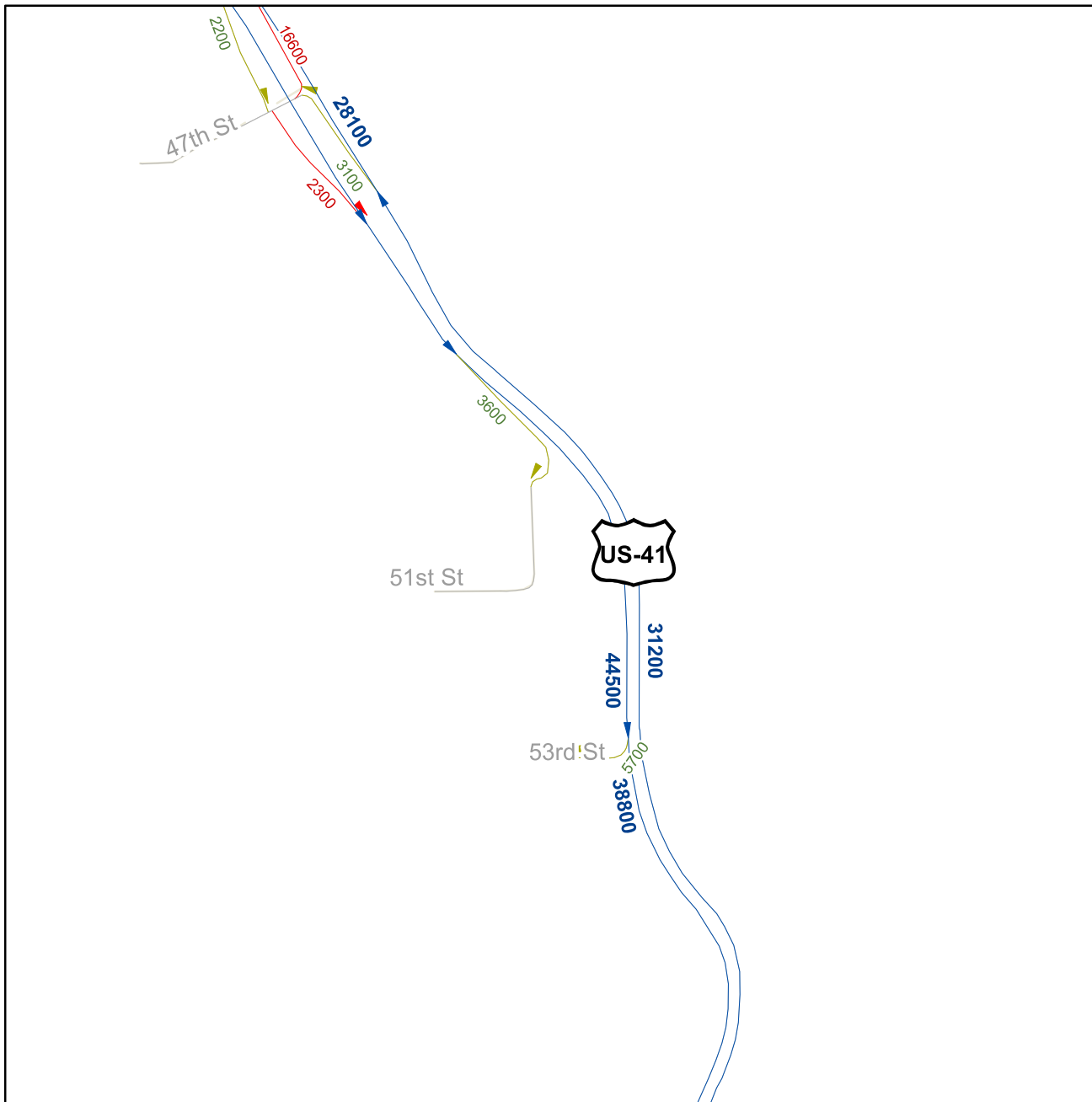


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

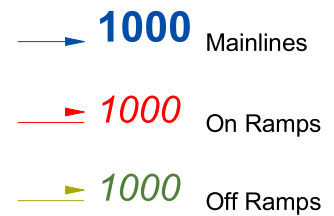
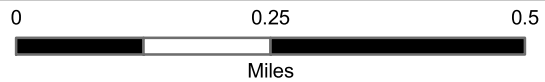


2001 AADT COUNTS

**US ROUTE 41 LAKE
SHORE DRIVE @51ST
ST**

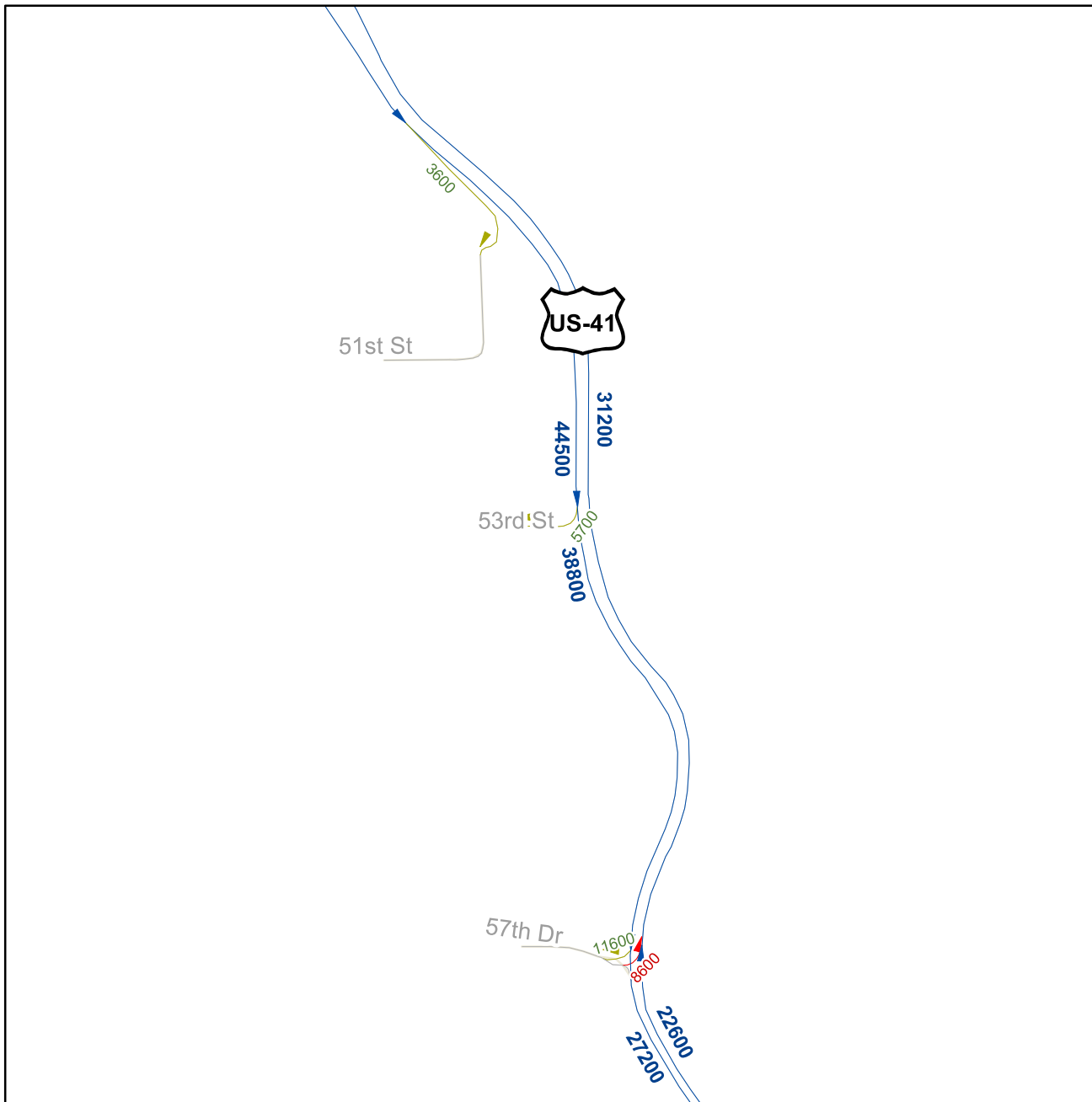


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

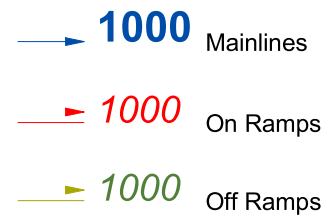
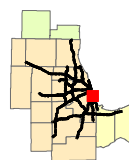


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ 53RD
ST

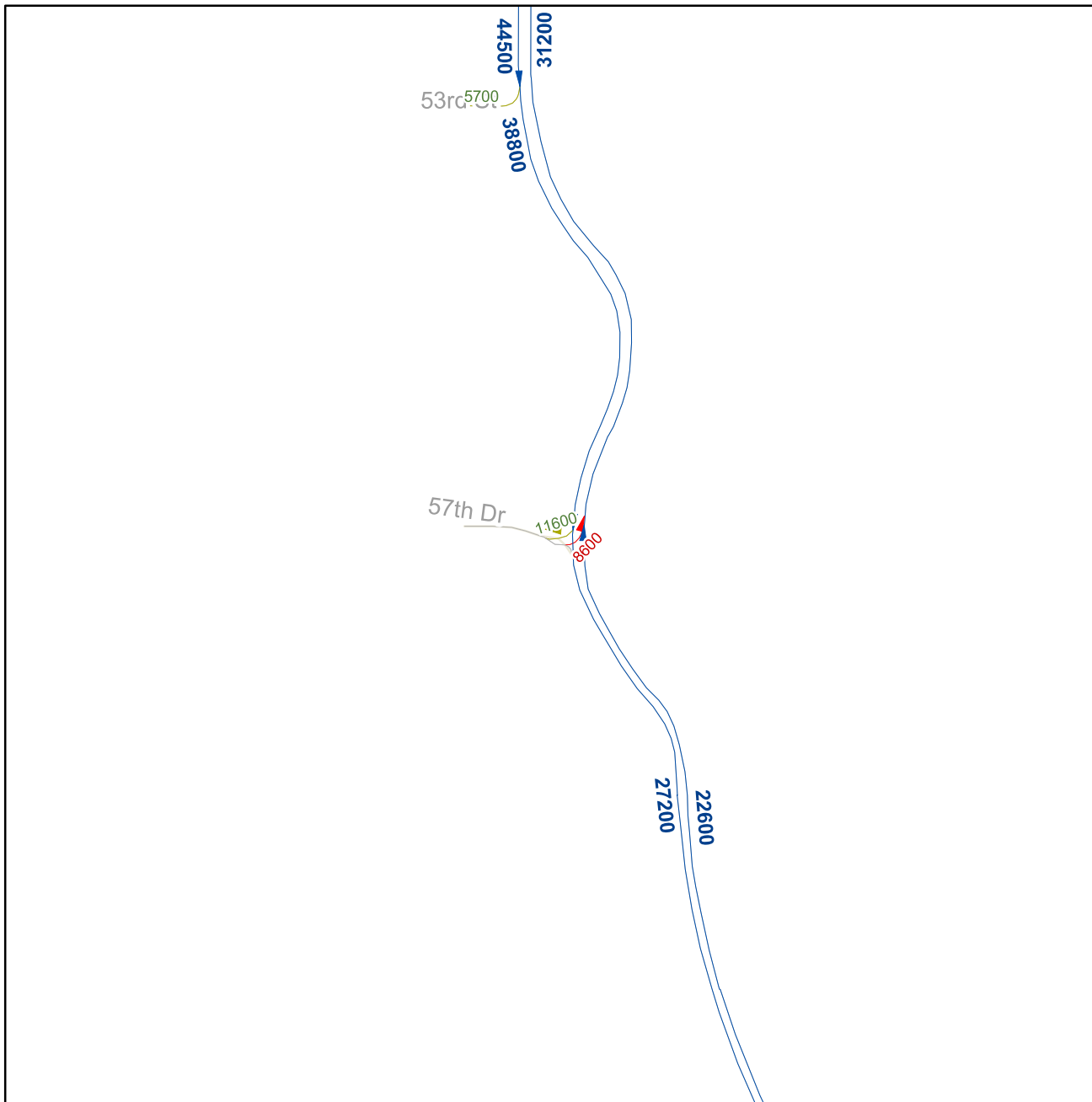


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

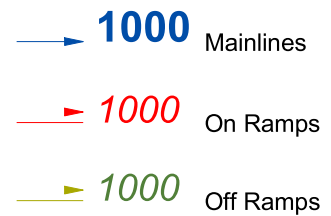
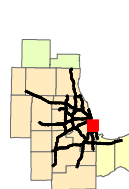


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ 57TH
DR

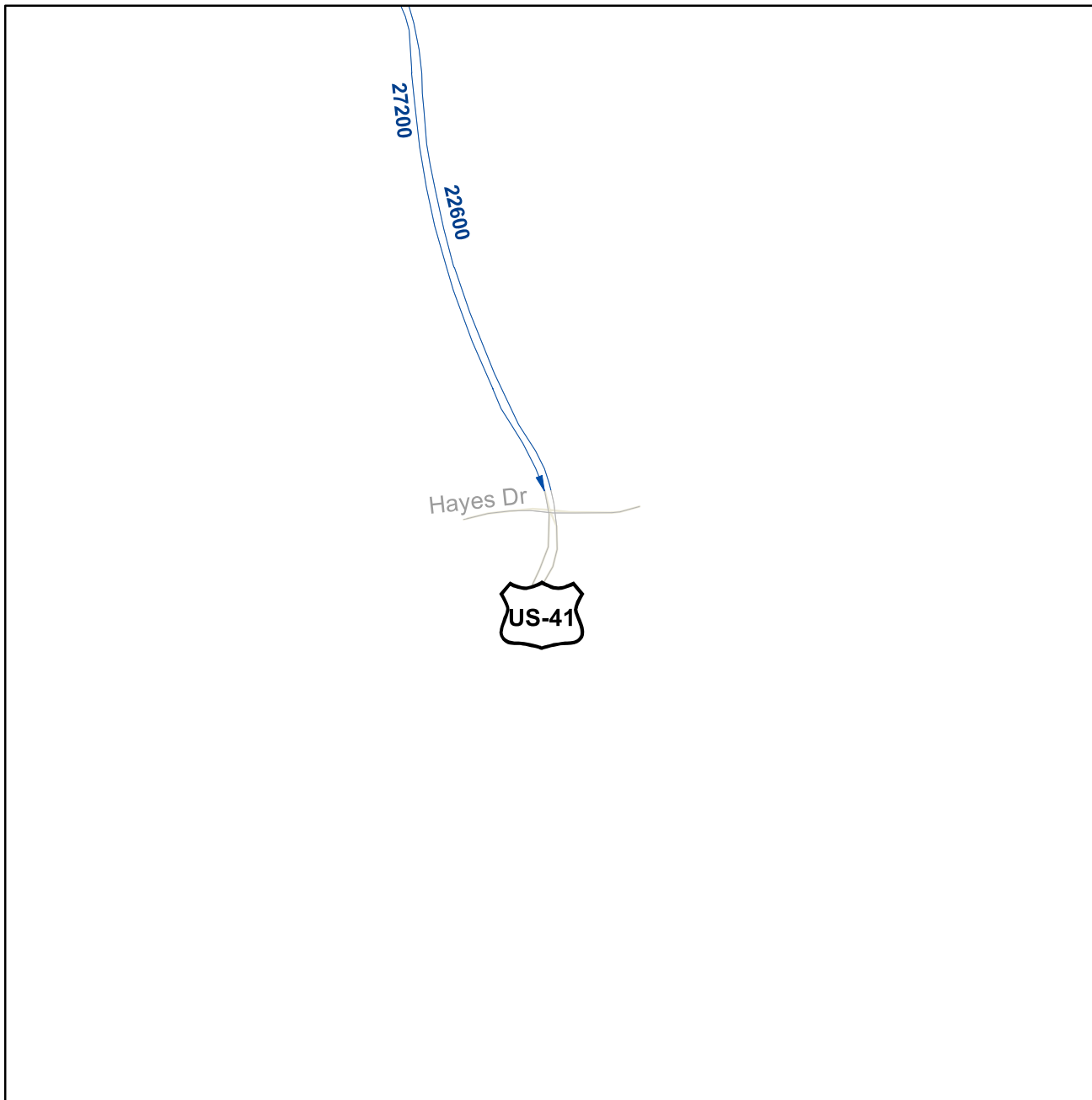


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

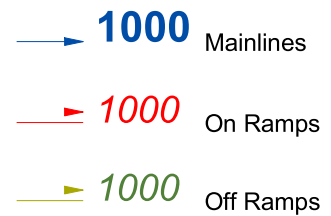
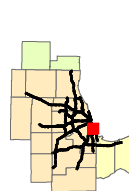


2001 AADT COUNTS

US ROUTE 41 LAKE
SHORE DRIVE @ HAYES
DR

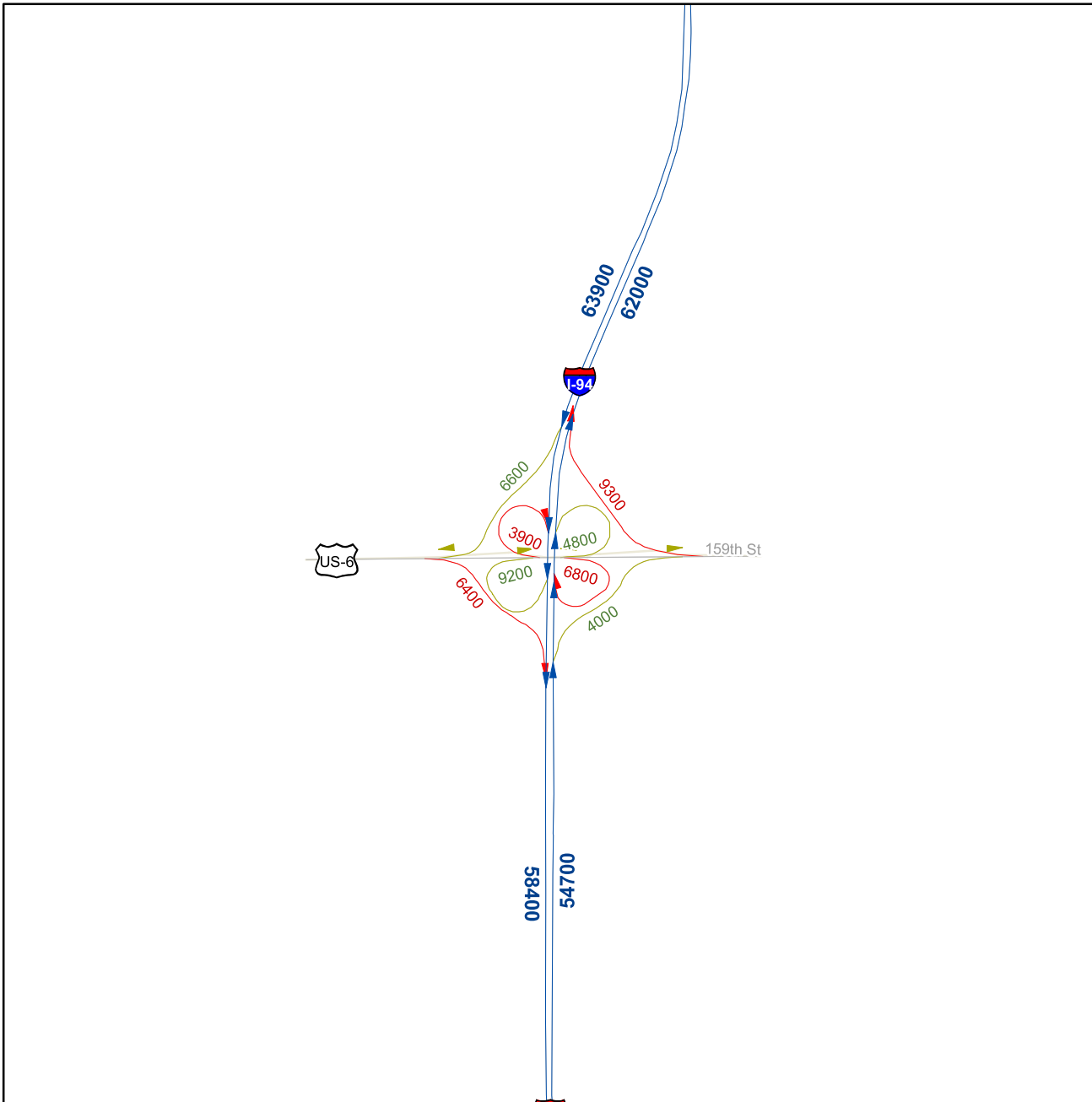


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

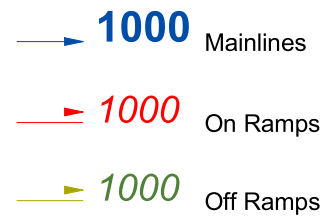
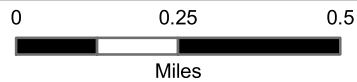


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @ US RTE
6 - 159TH ST**

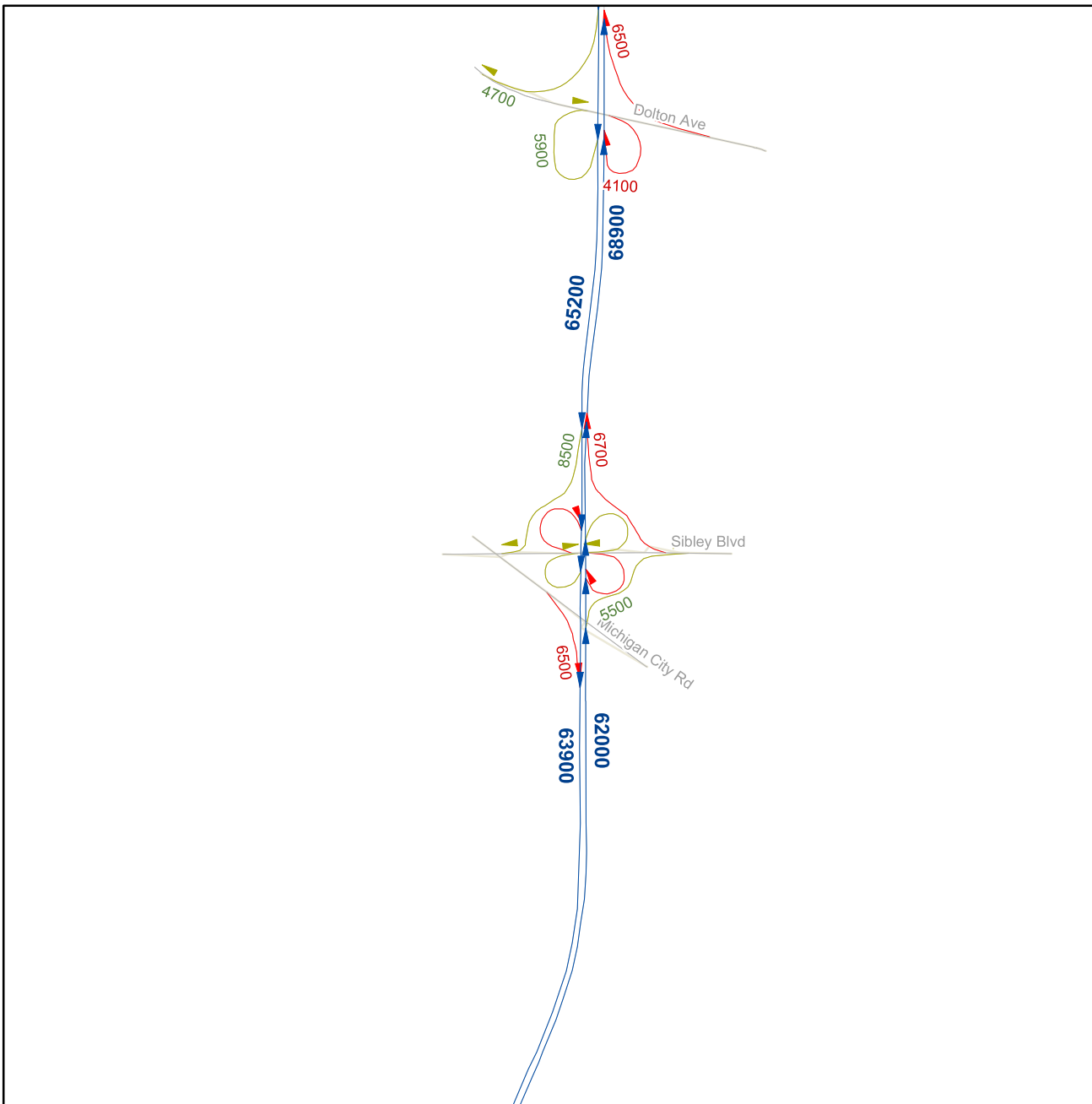


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

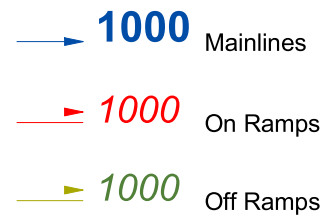
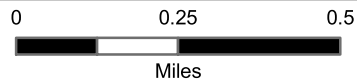


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @IL RTE
83 - SIBLEY BLVD
AND MICHIGAN CITY
RD**

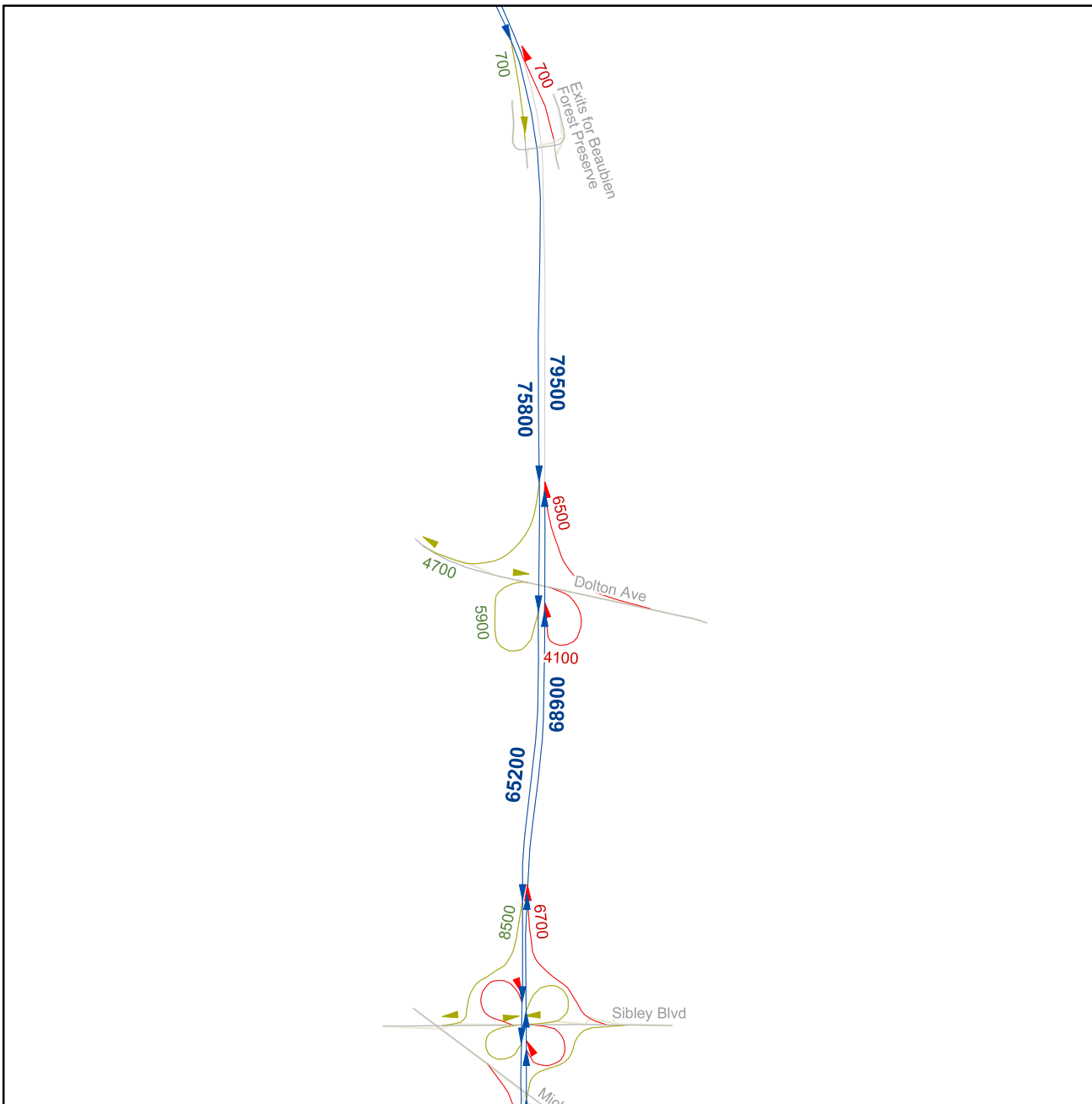


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

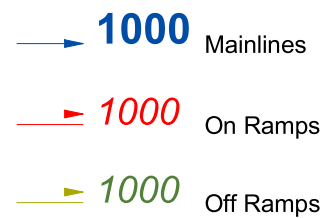
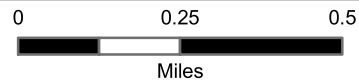


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @ 142ND
ST - DOLTON RD**

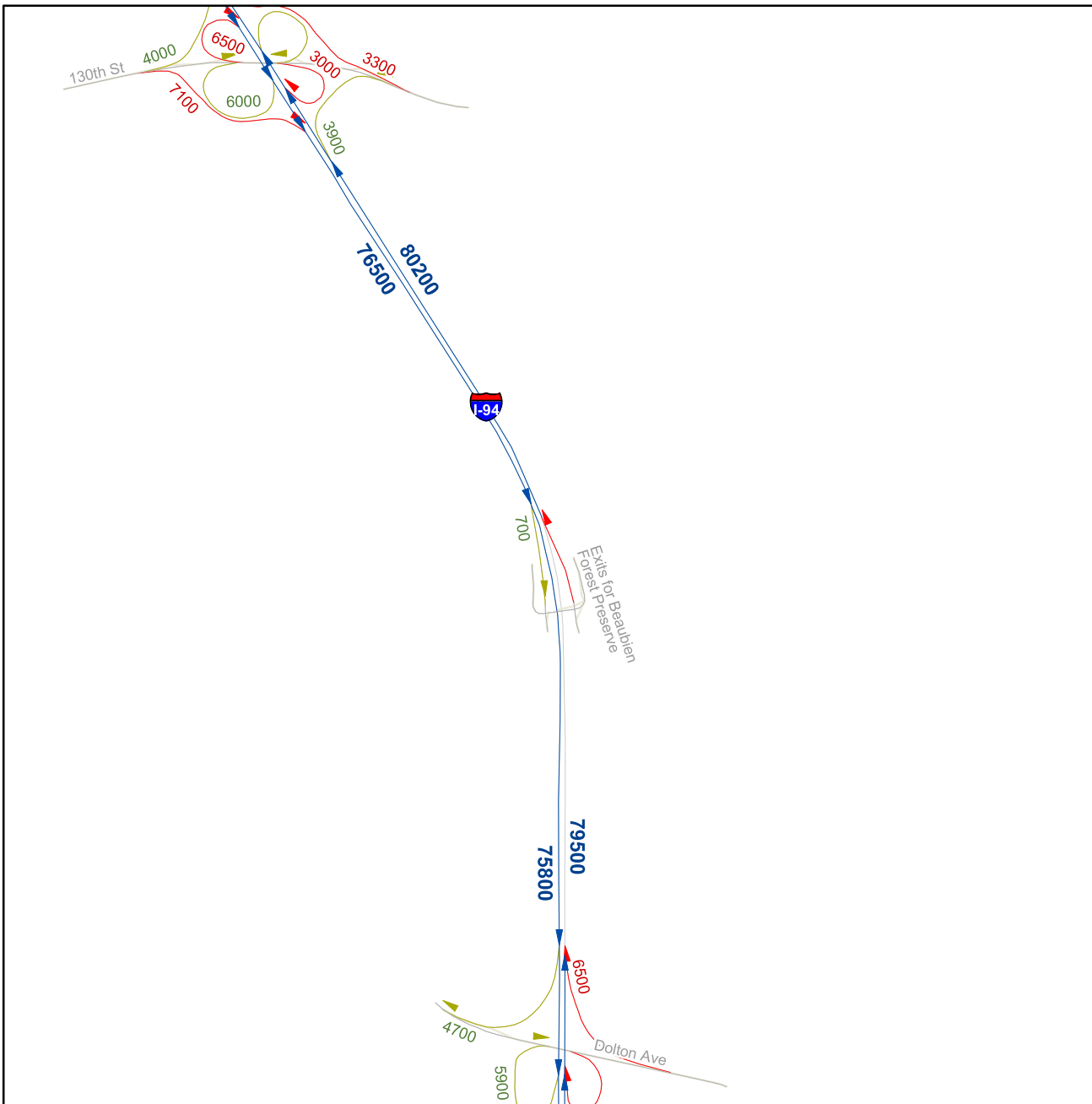


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

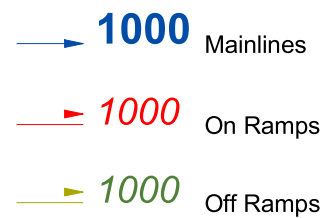
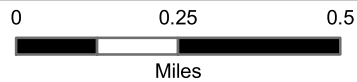


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @ BEAUBIEN
FOREST PRESERVE**

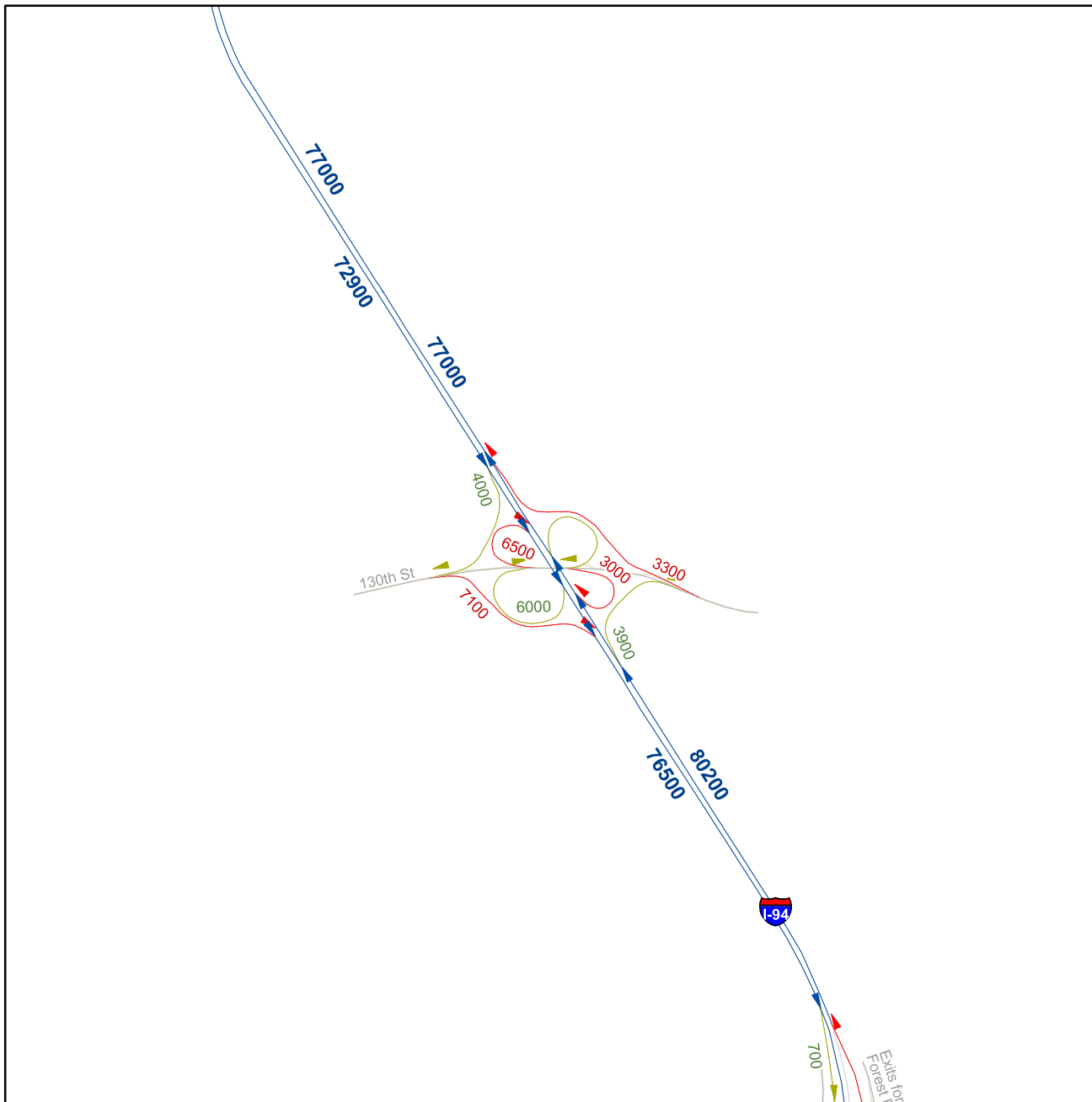


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

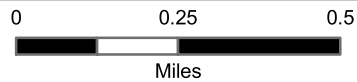


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @ 130TH
ST**



The Chicago Area Transportation Study



- ➡ **1000** Mainlines
- ➡ **1000** On Ramps
- ➡ **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

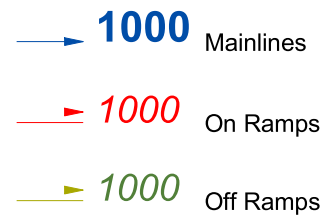
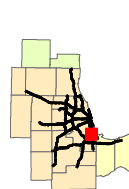
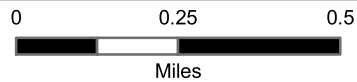


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @ 115TH
ST**

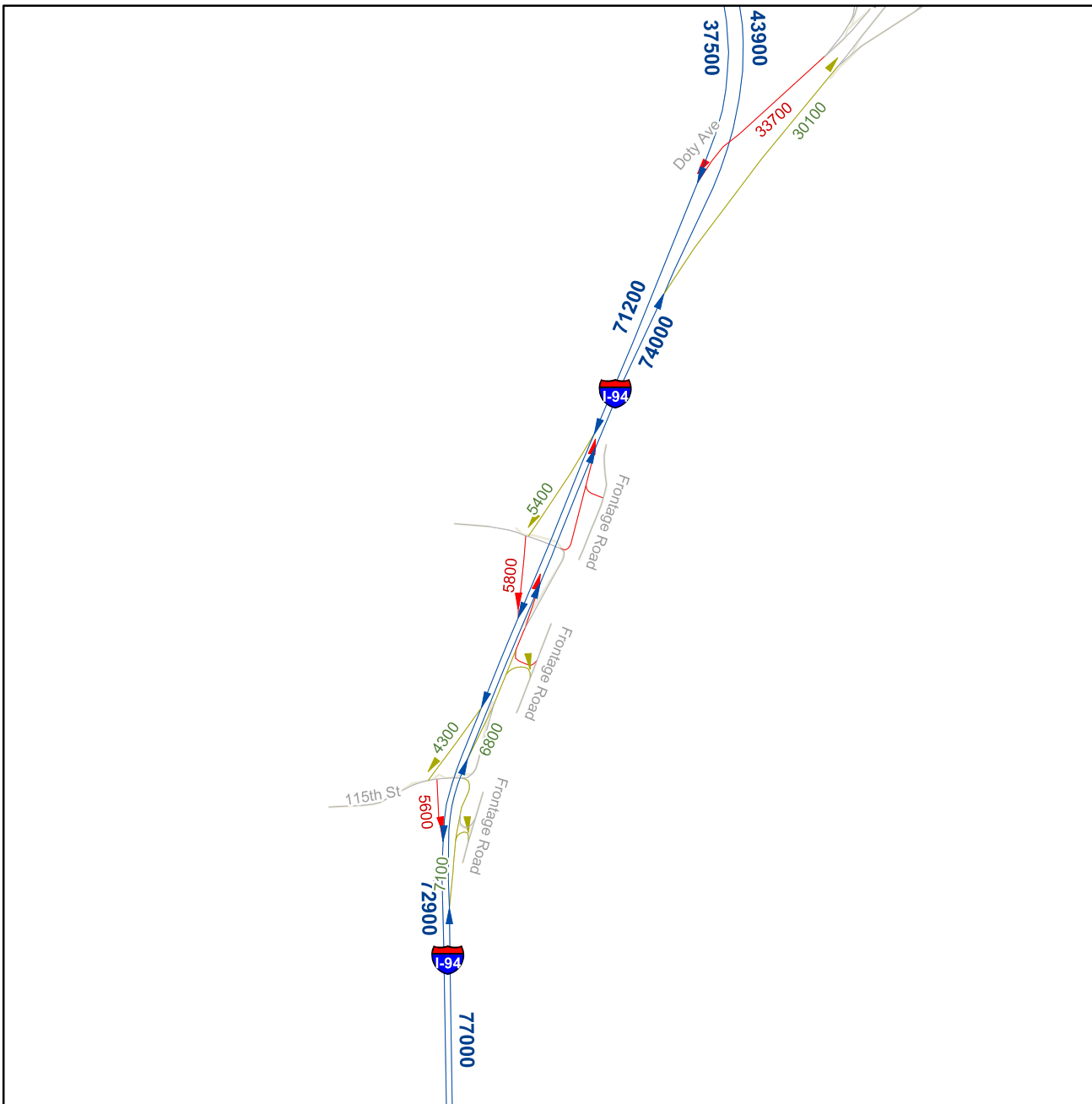


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

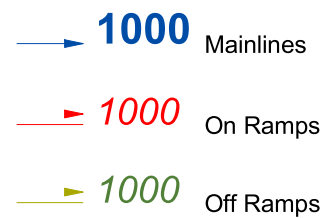


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @111TH
ST**

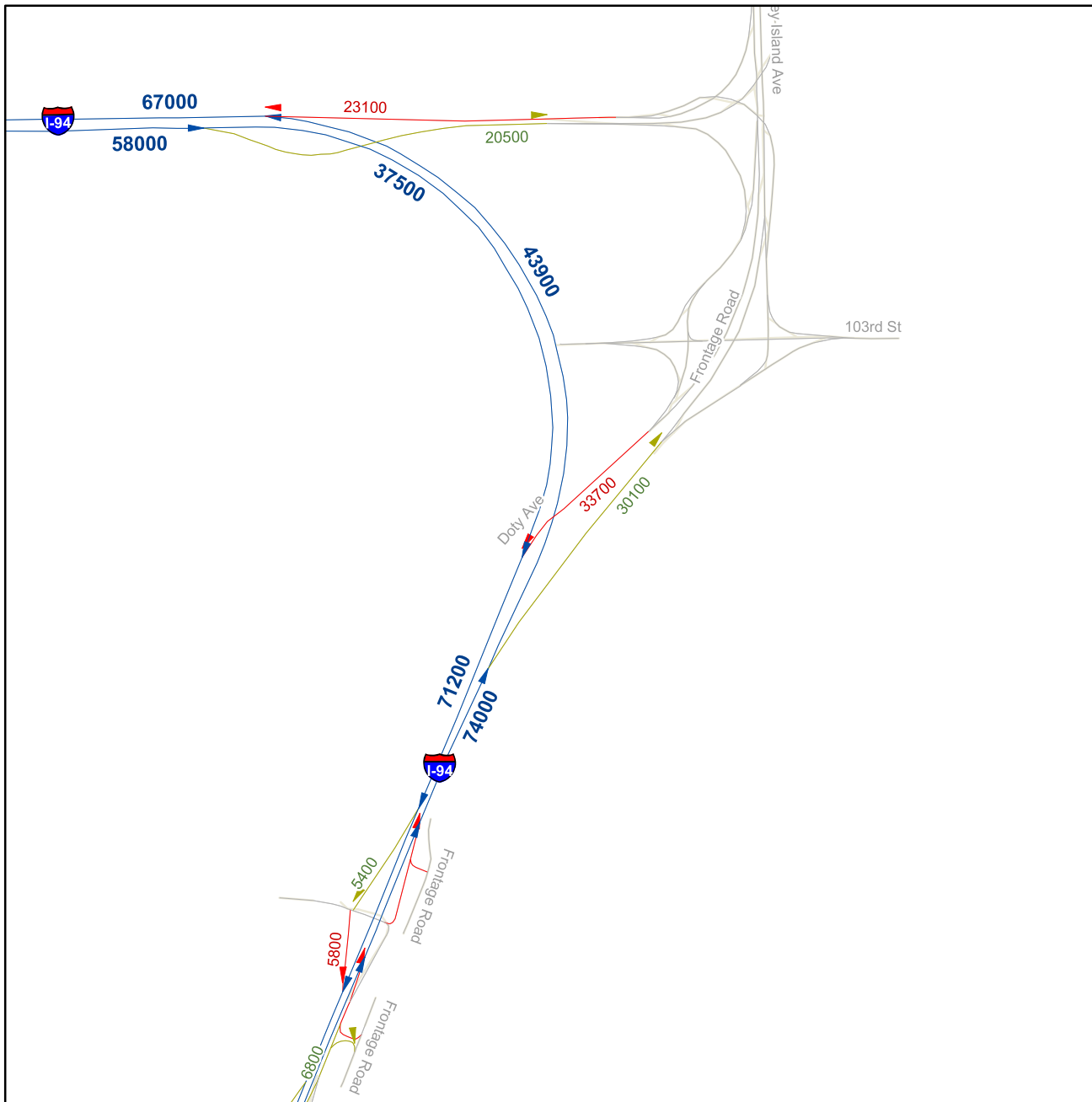


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

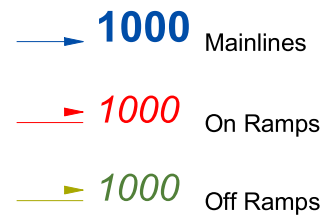
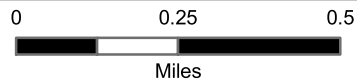


2001 AADT COUNTS

**I-94 BISHOP FORD
FREEWAY @ STONY
ISLAND AVE AND 103RD
ST RAMPS SOUTH**

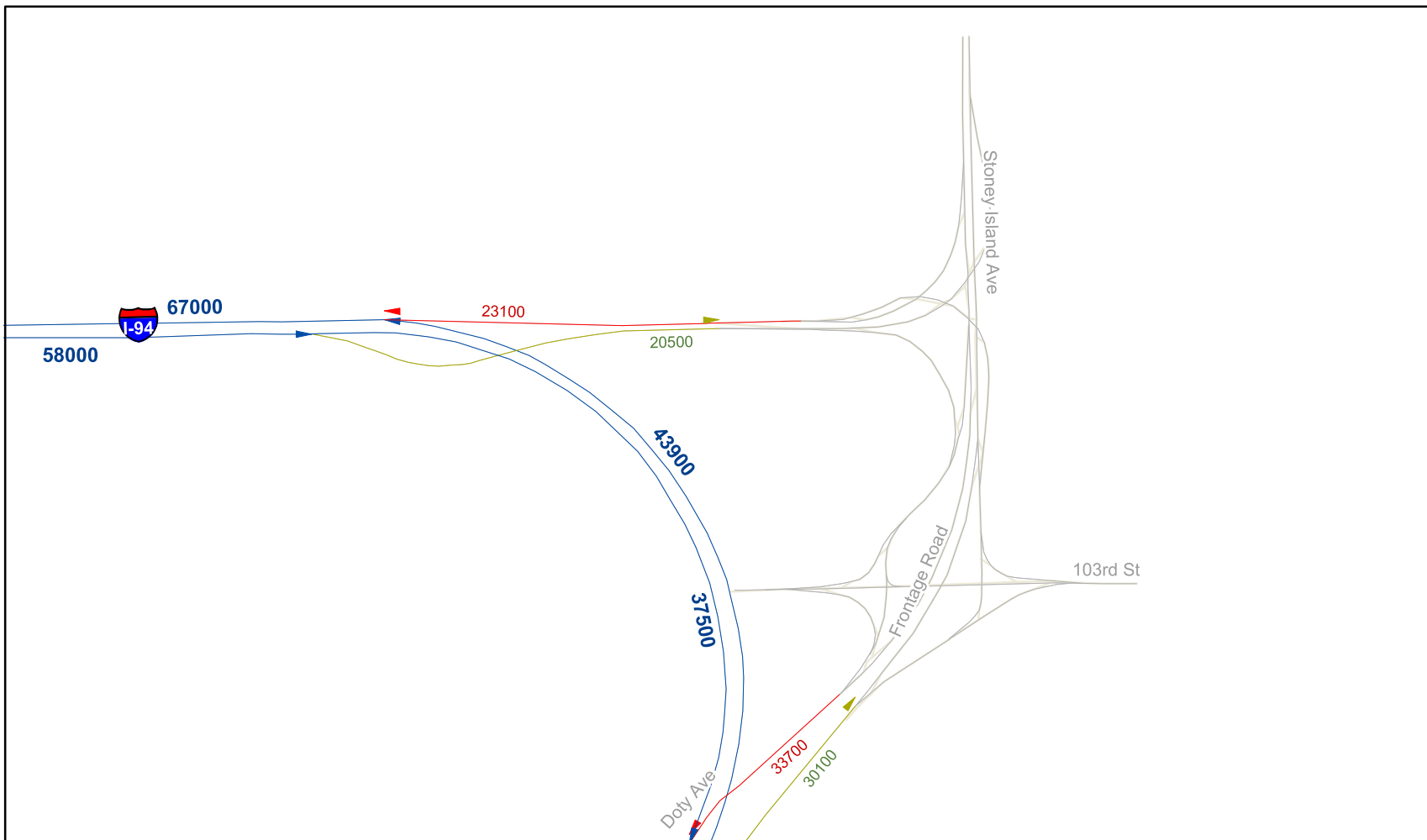


The Chicago Area Transportation Study



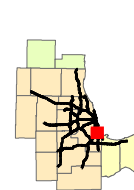
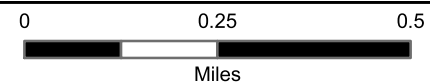
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

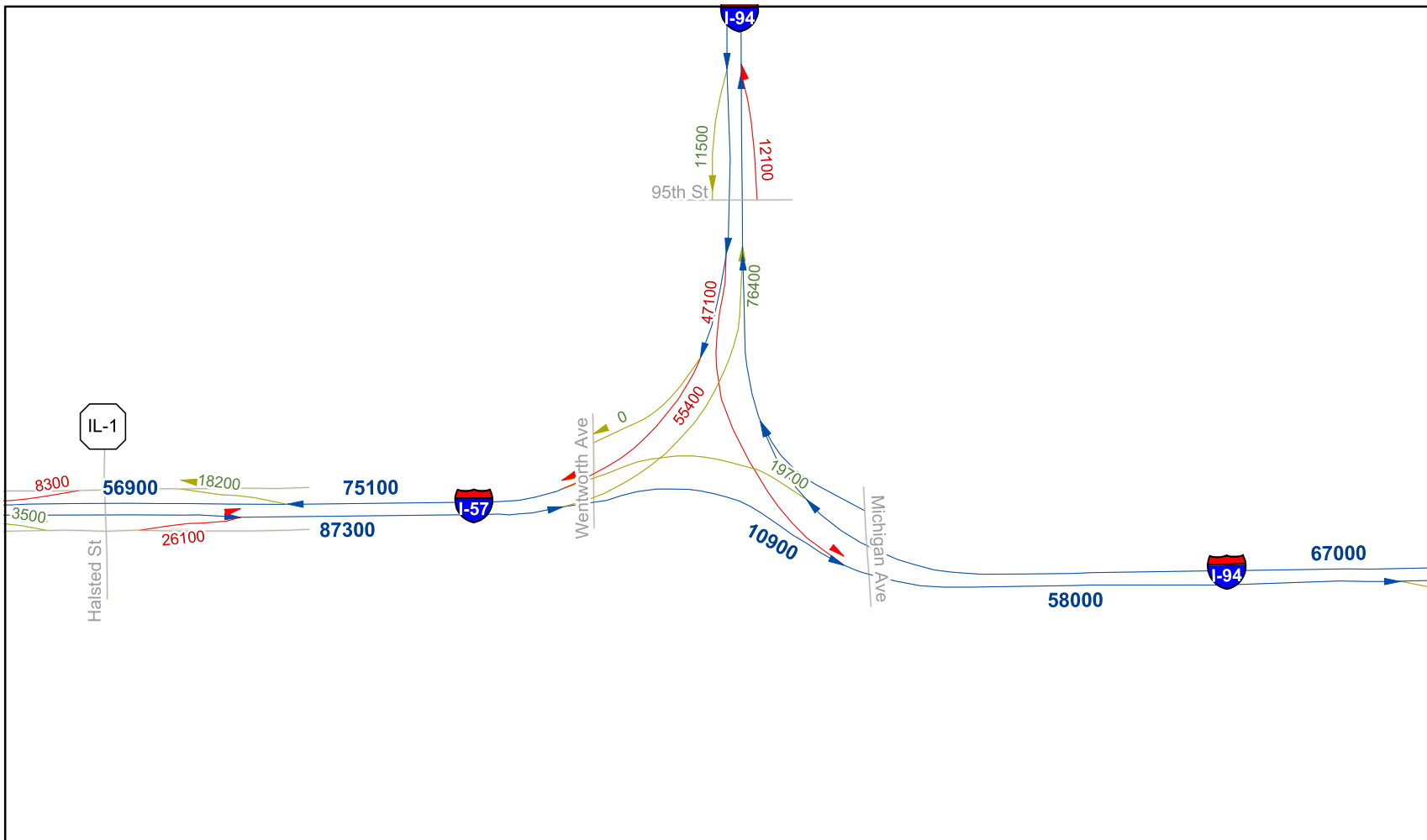
**I-94 BISHOP FORD FREEWAY @
STONY ISLAND AVE AND 103RD
ST RAMP NORTH**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

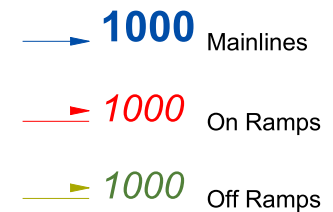
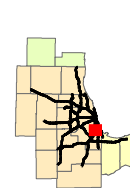
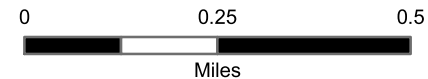


2001 AADT COUNTS

**I-94 BISHOP FORD FREEWAY @
I-94 DAN RYAN EXPRESSWAY AND
MICHIGAN AVE AND WENTWORTH
AVE**

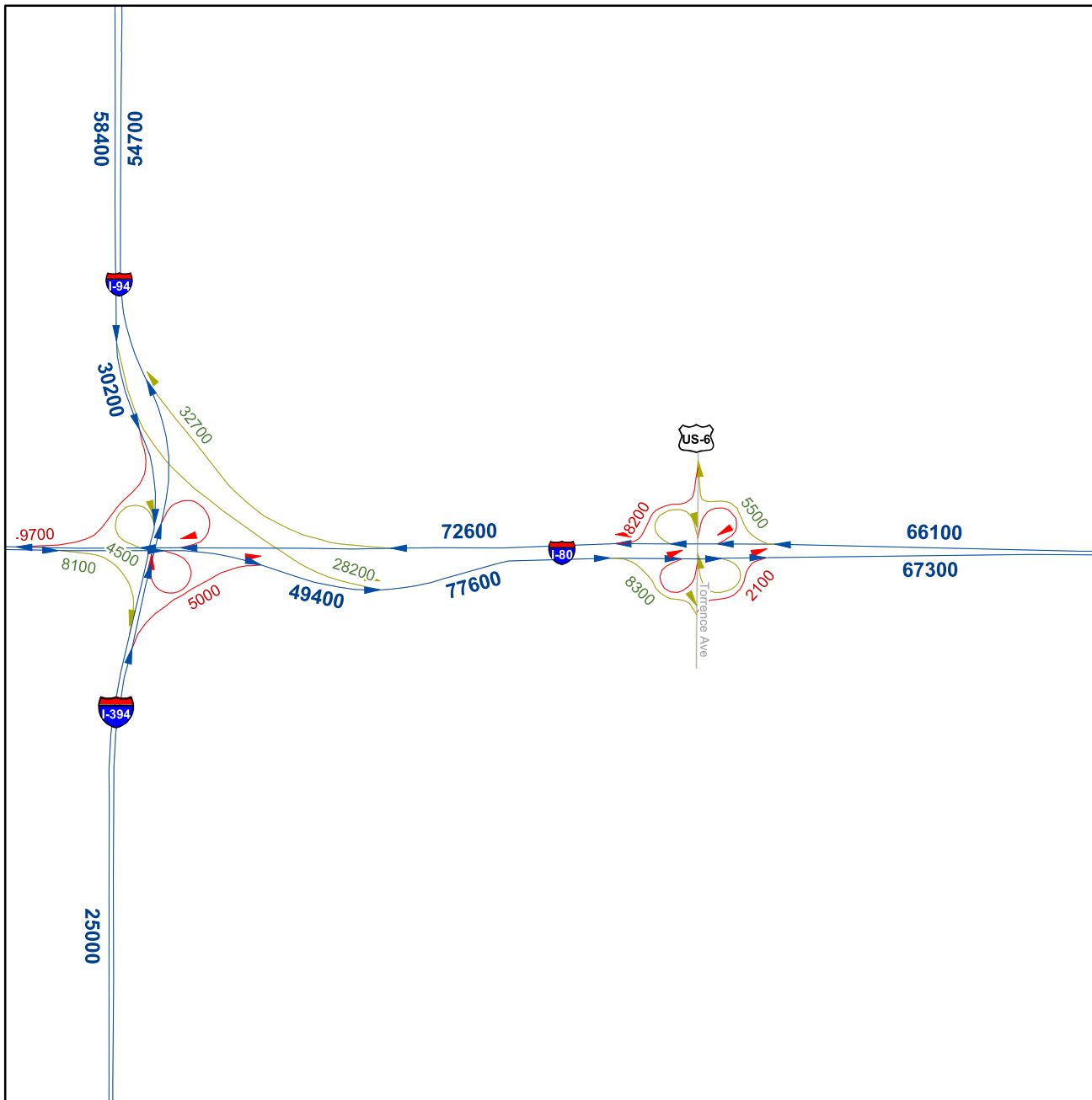


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

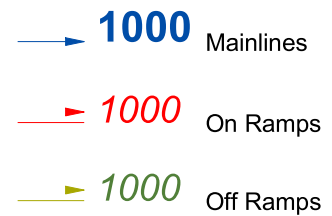
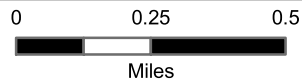


2001 AADT COUNTS

**I-80 @ I-94 KINGERY
EXPRESSWAY @ US
RTE 6 - TORRENCE
AVE**

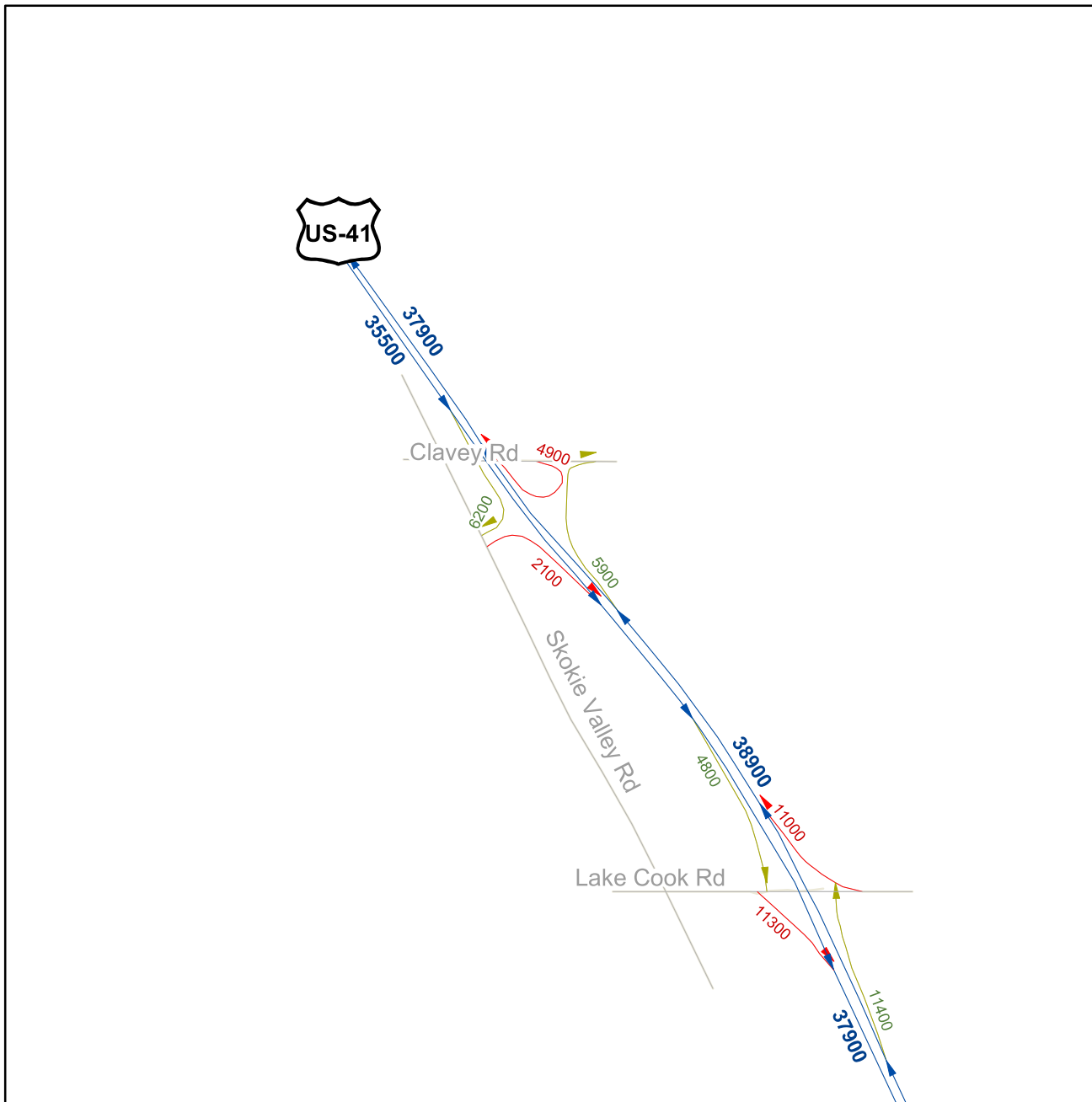


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

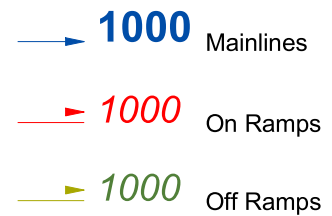
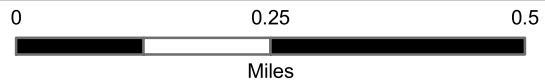


2001 AADT COUNTS

**US ROUTE 41 EDENS
EXPRESSWAY @ CLAVEY
RD**

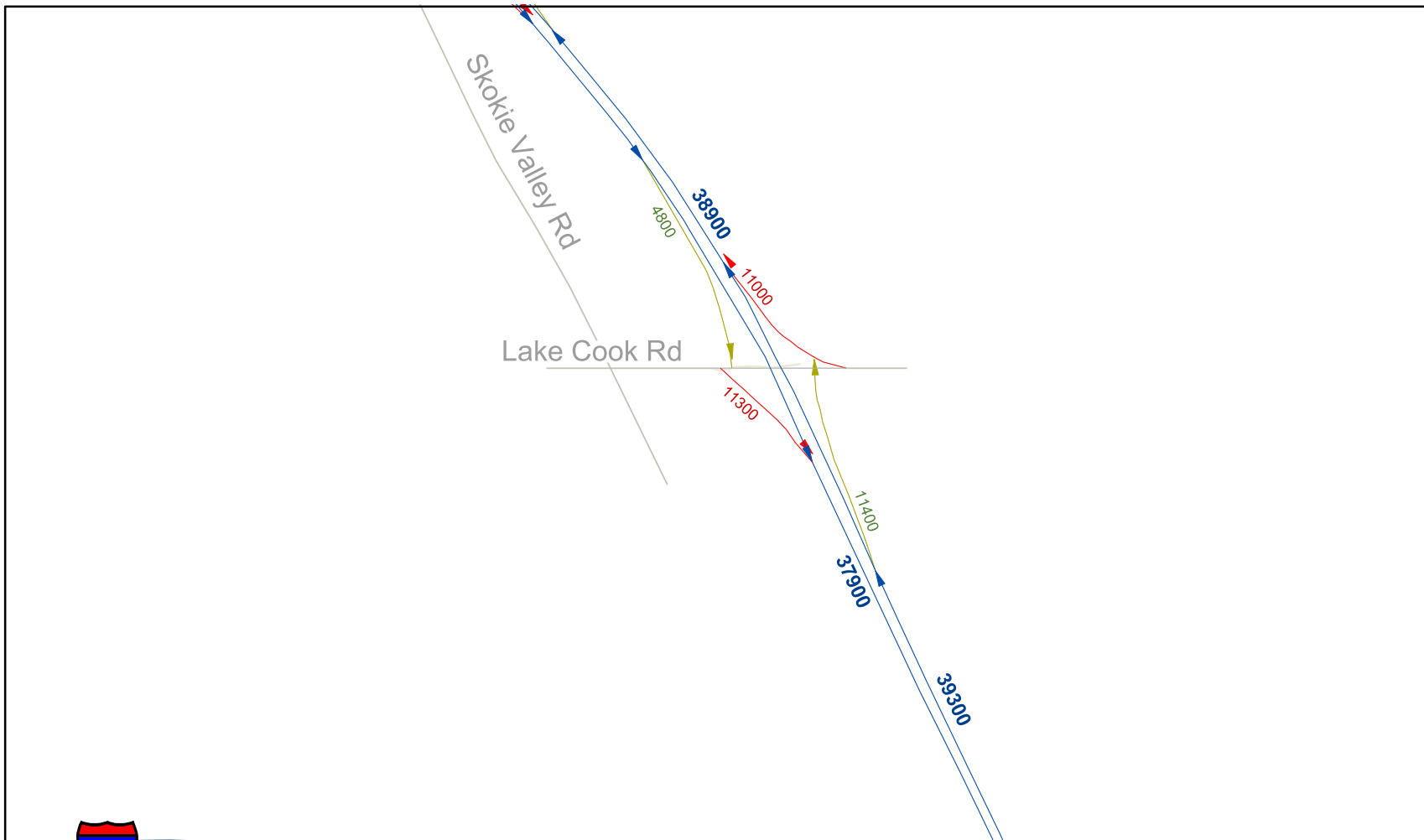


The Chicago Area Transportation Study



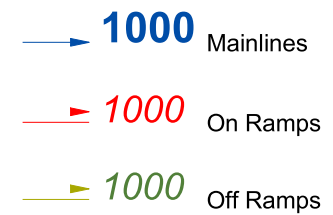
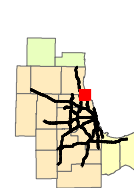
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



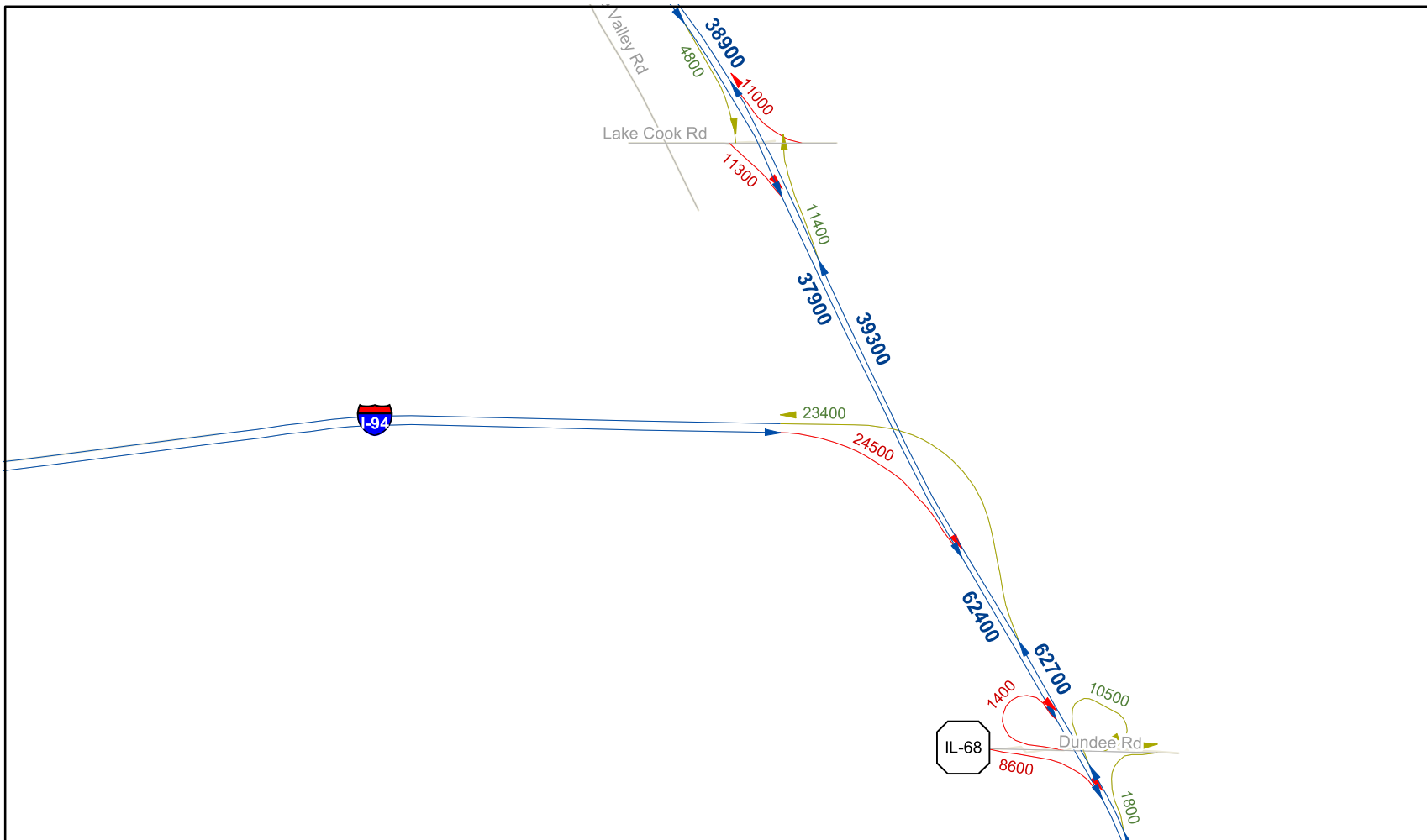
2001 AADT COUNTS

US ROUTE 41 EDENS EXPRESSWAY
@ LAKE-COOK RD



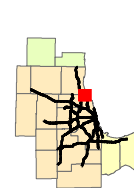
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

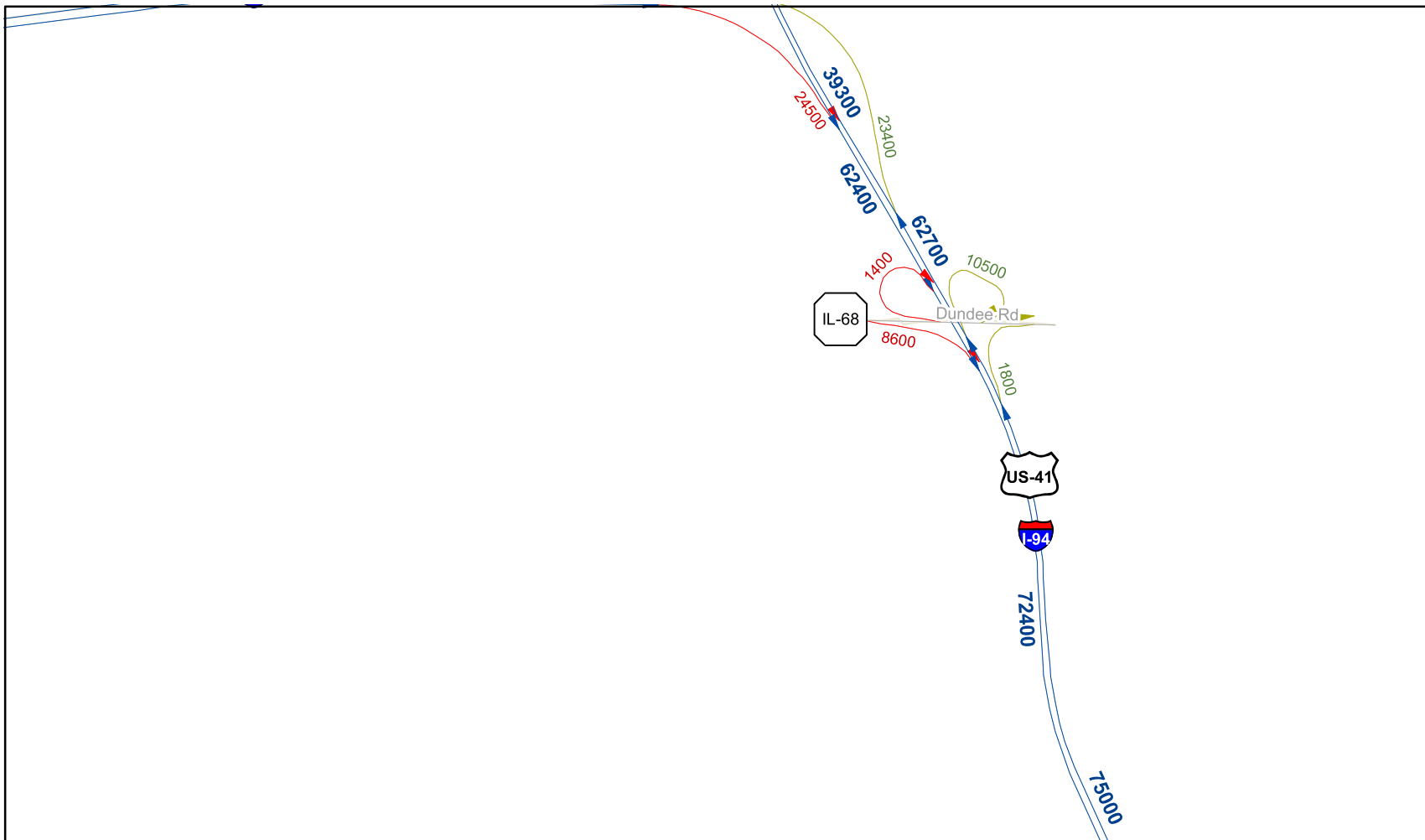
**I-94 EDENS EXPRESSWAY @ I-94
EDENS SPUR RAMPS**



-  Mainlines
-  On Ramps
-  Off Ramps
-  Intersecting Roads

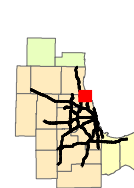
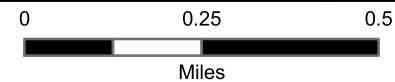
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

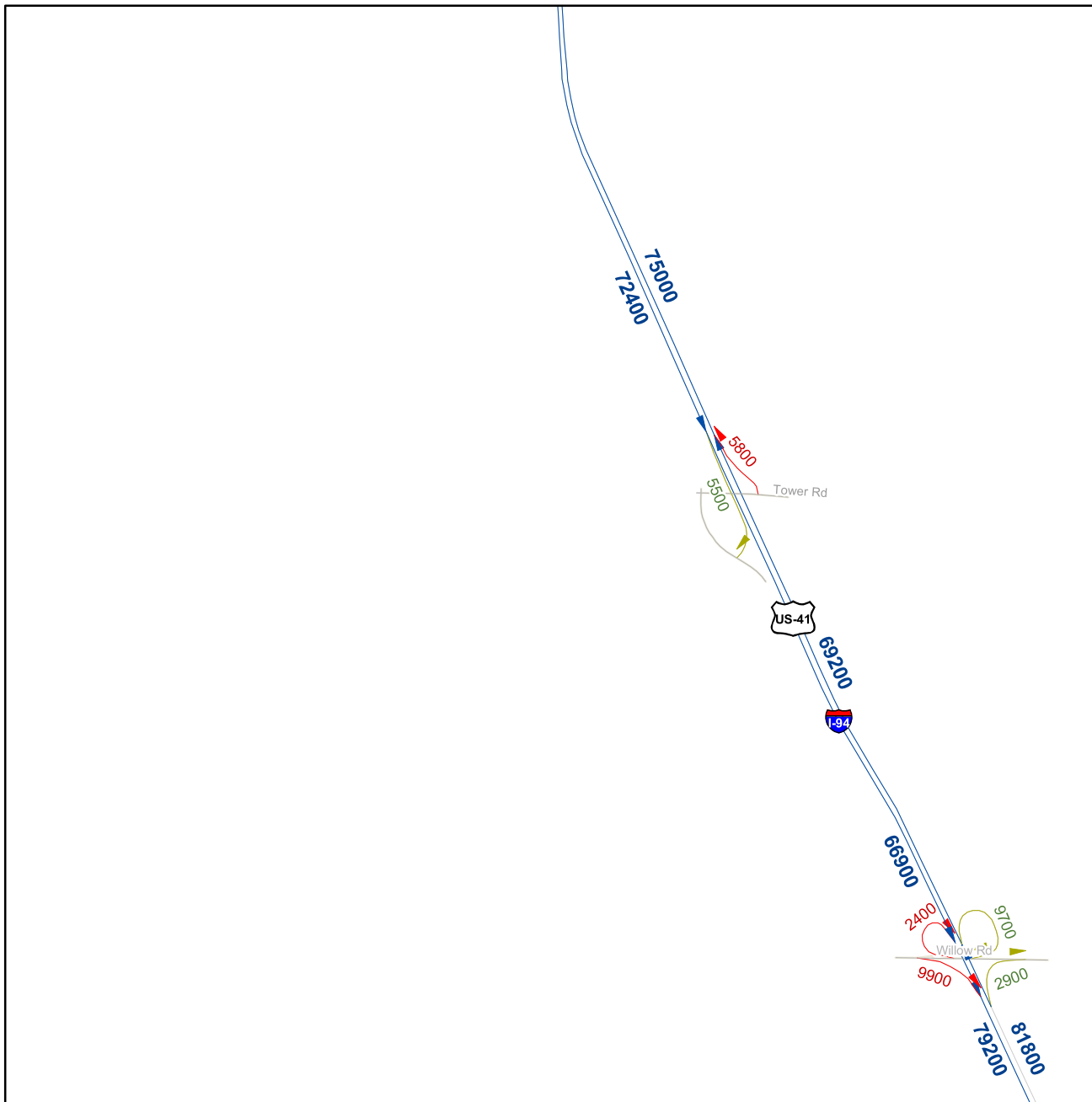
I-94 EDENS EXPRESSWAY @ IL
RTE 68 - DUNDEE RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

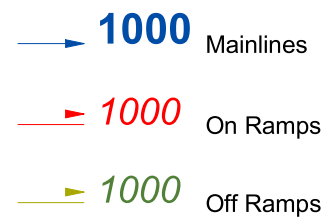
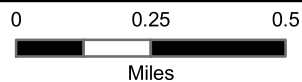


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ TOWER RD**

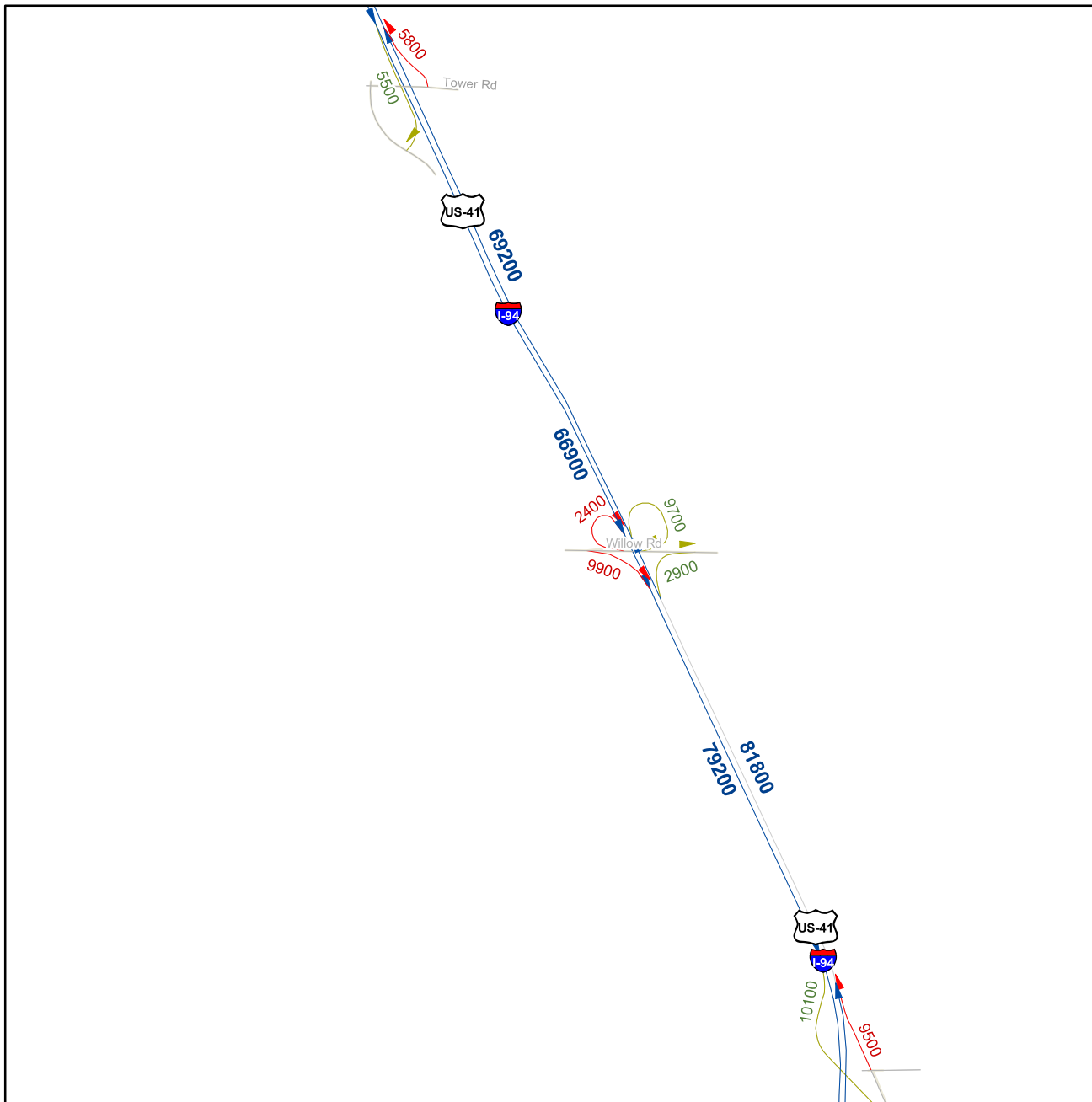


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

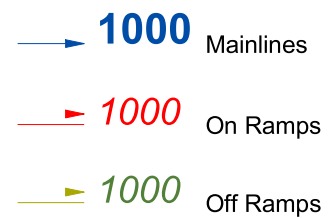
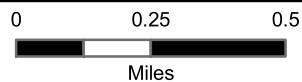


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@WILLOW RD**

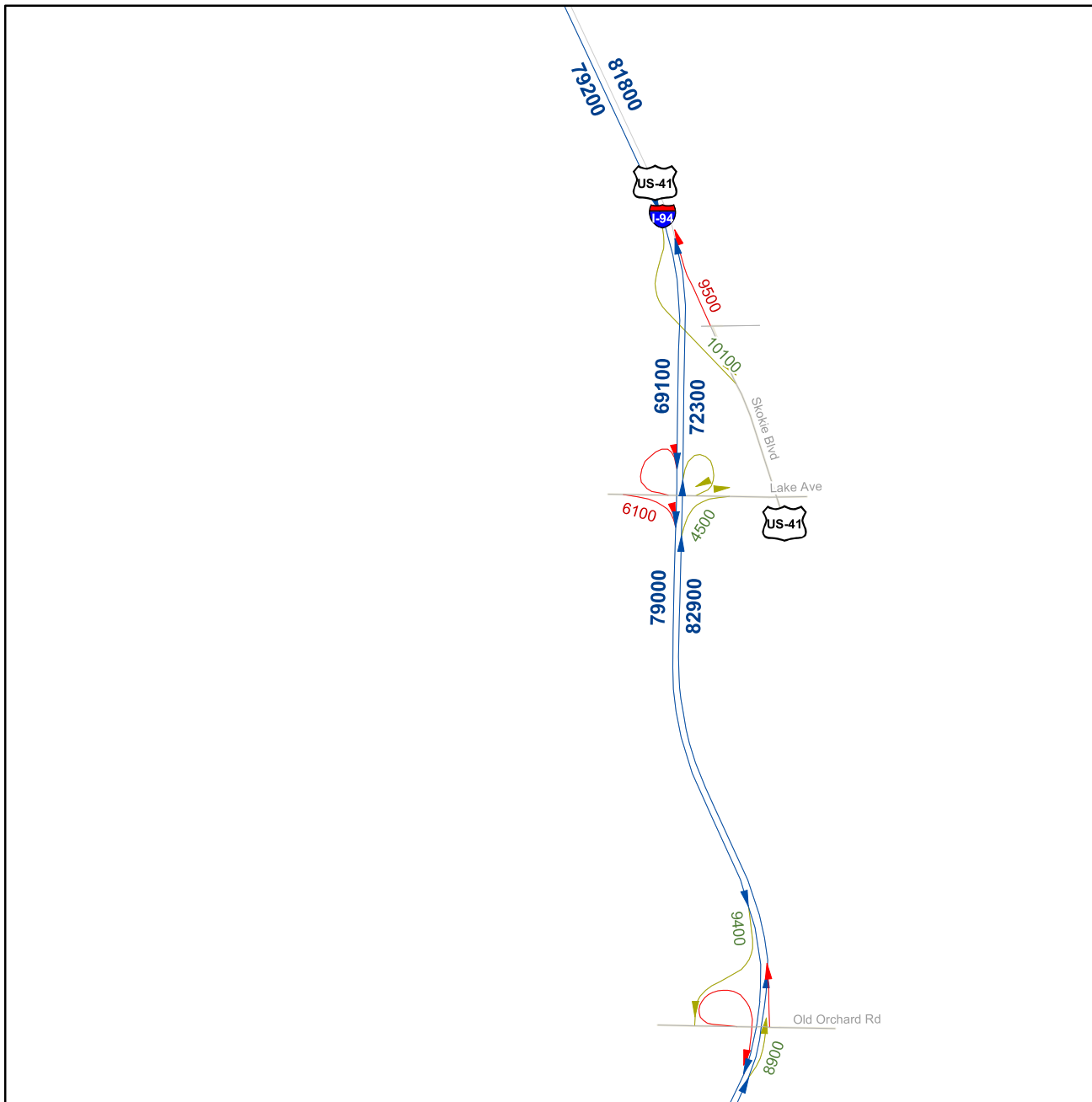


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

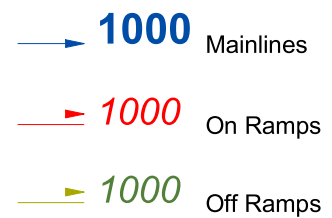


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ LAKE AVE**

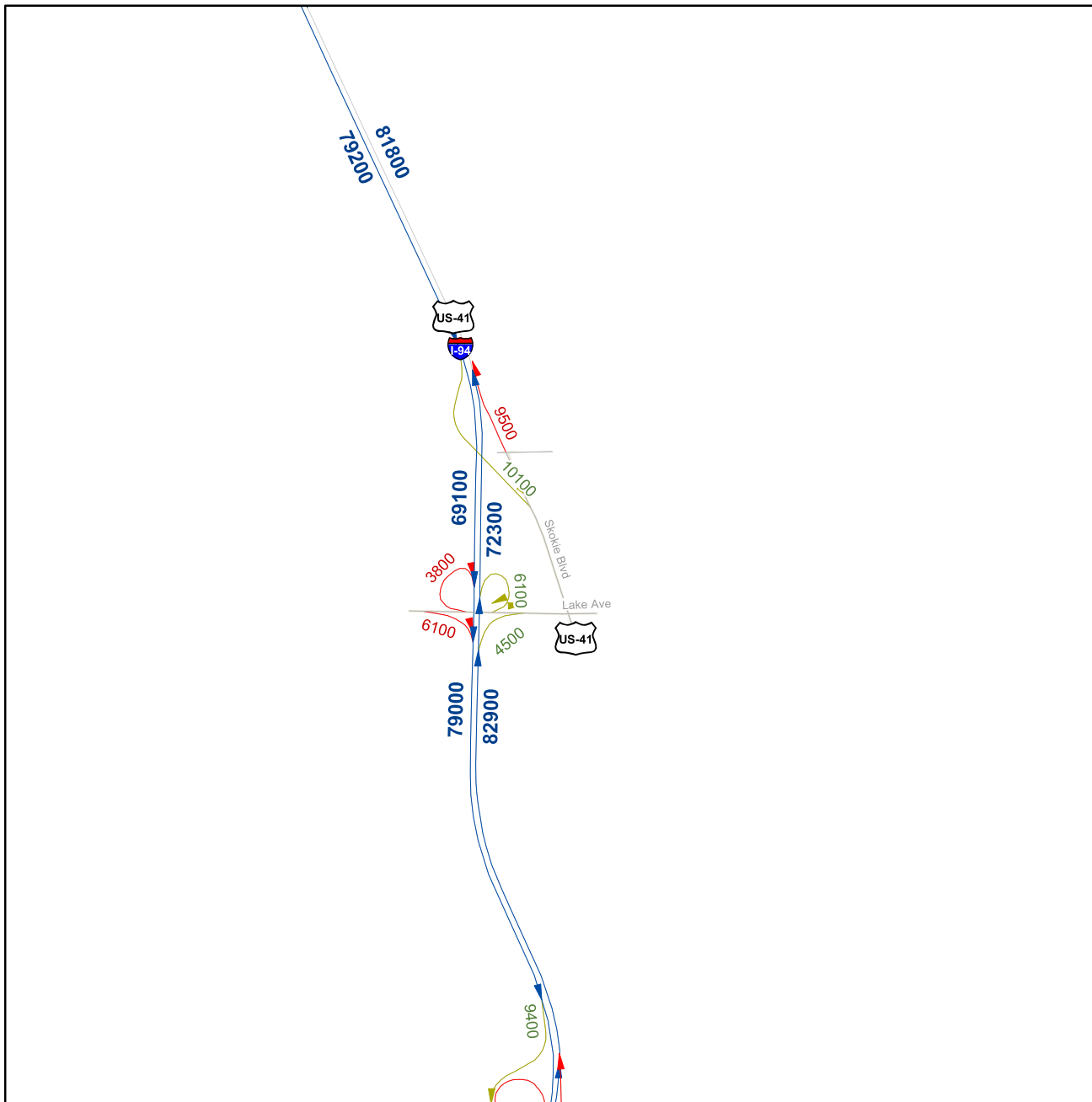


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

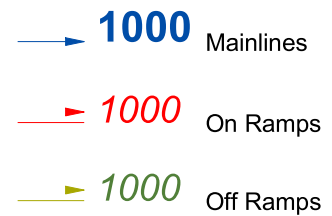
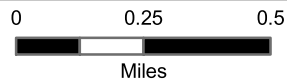


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ US RTE 41 - SKOKIE
BLVD**

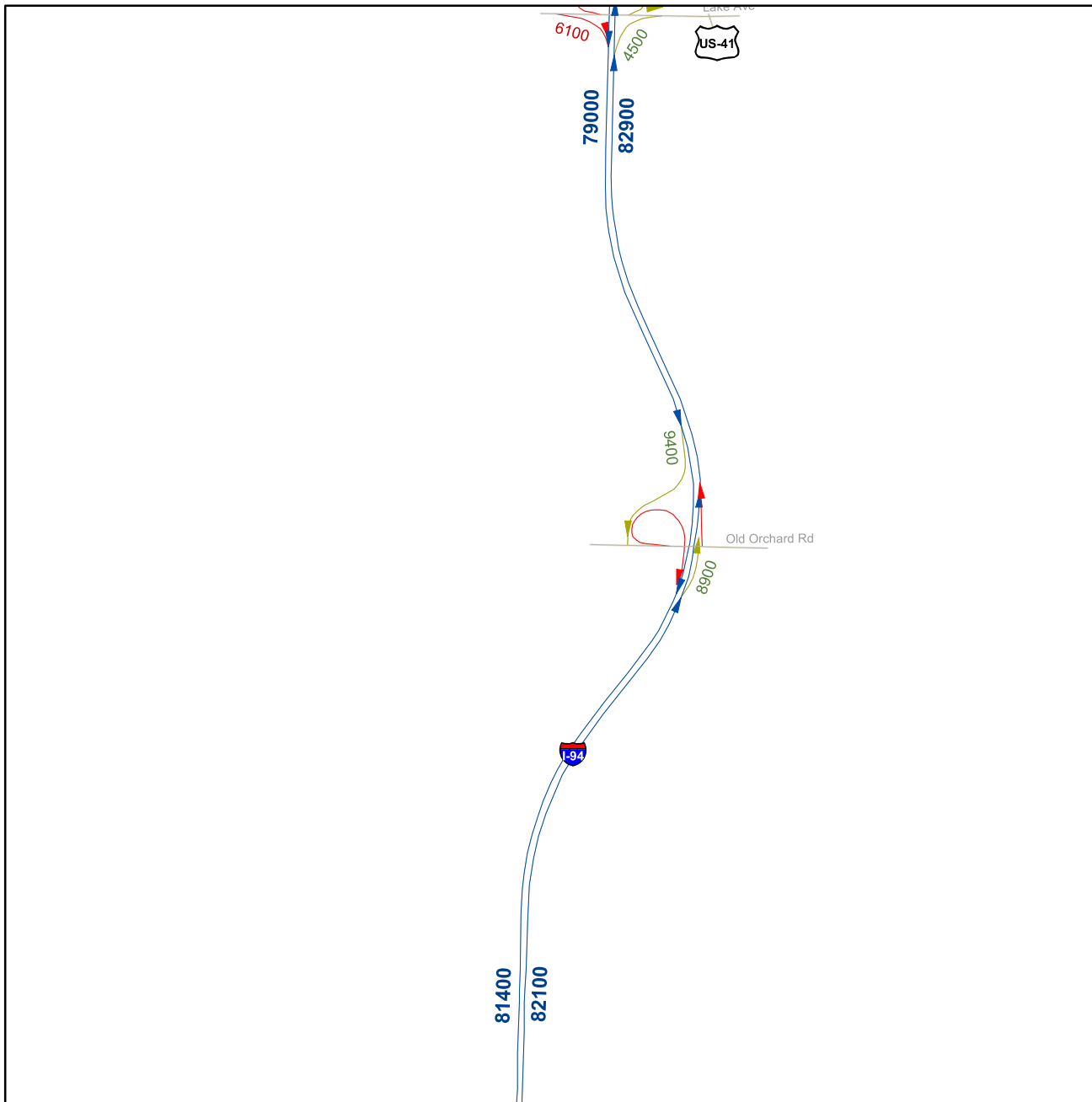


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

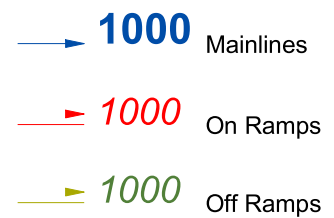
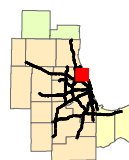
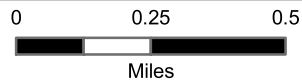


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ OLD ORCHARD RD**

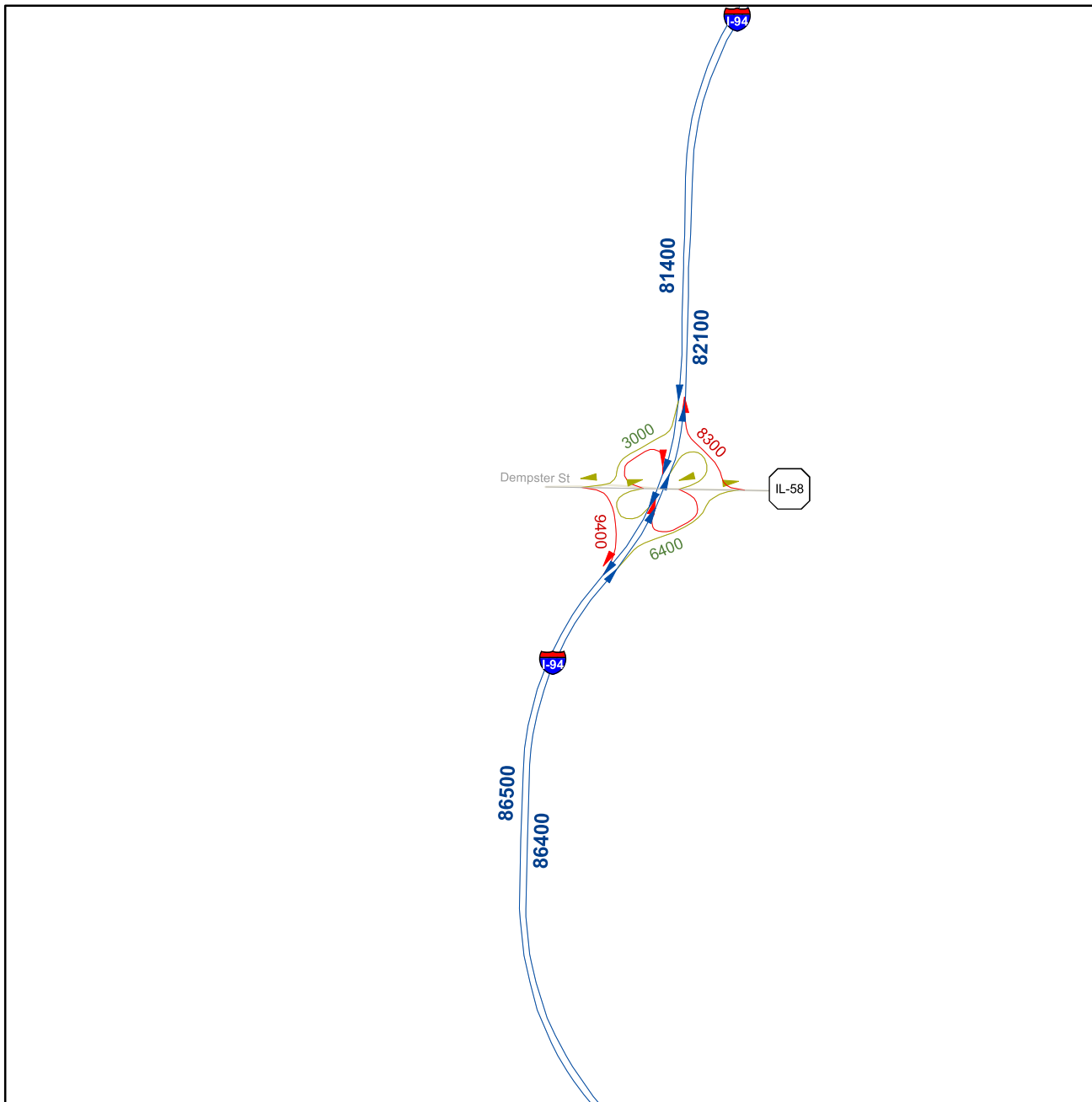


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

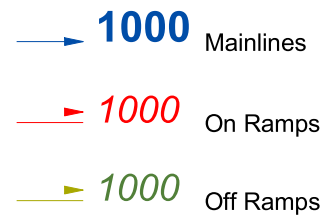
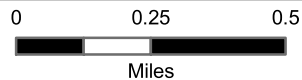


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@IL RTE 58 - DEMPSTER
ST**

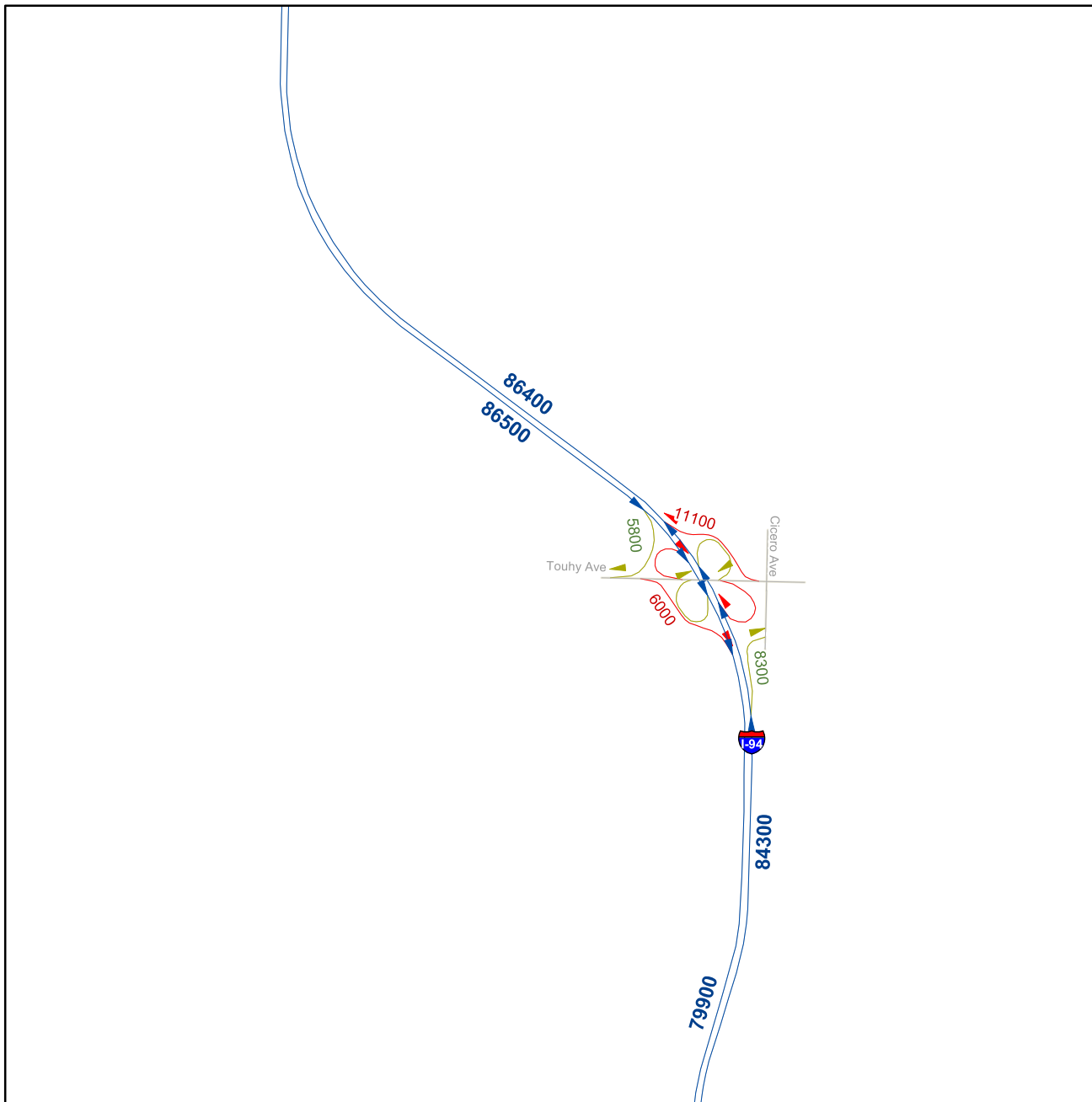


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

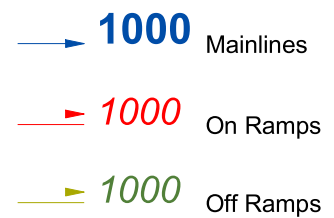


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ TOUHY AVEE**

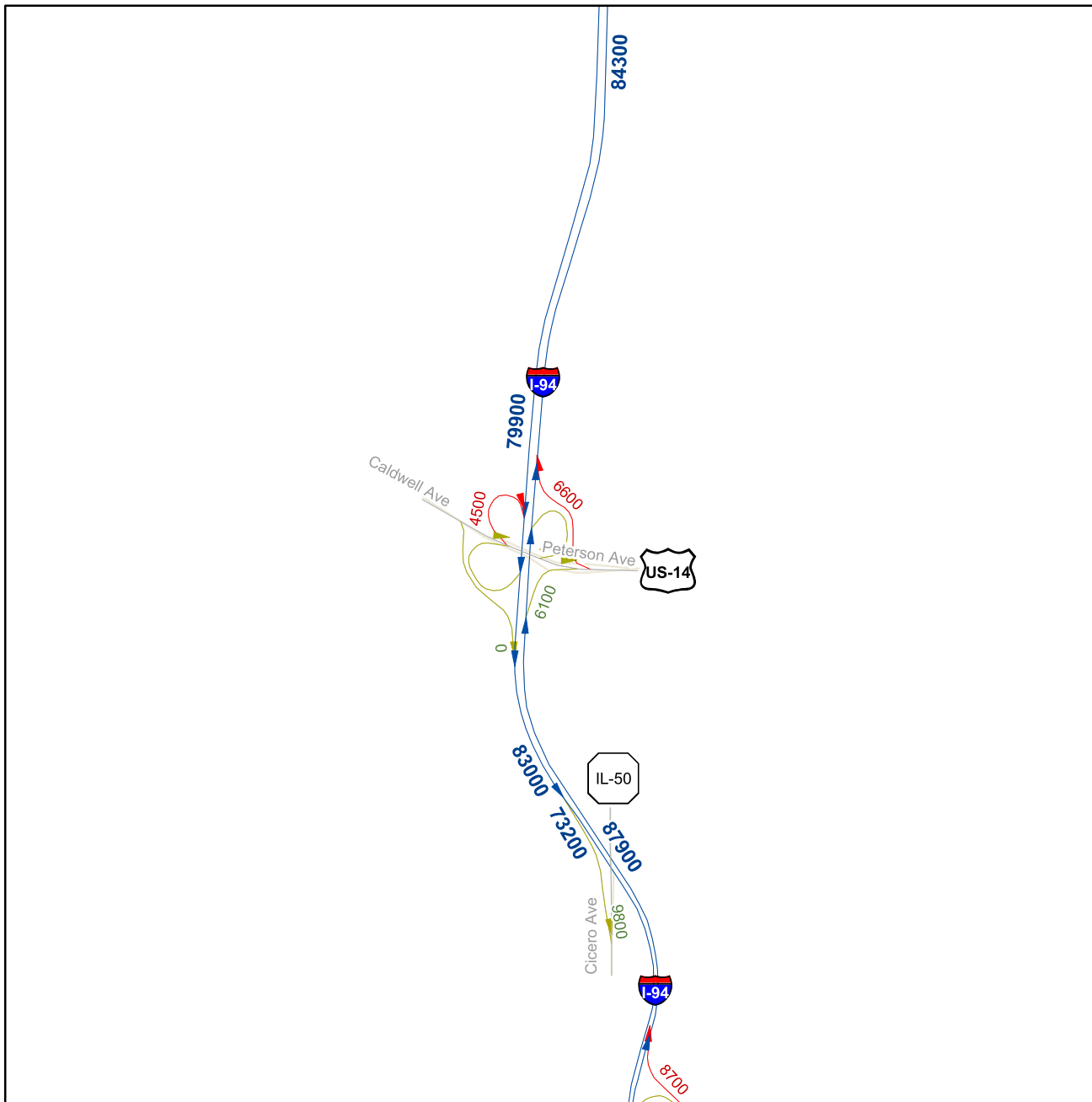


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

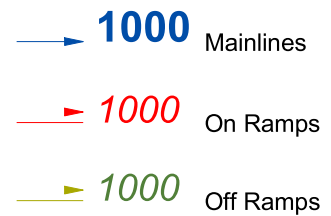
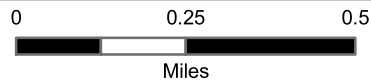


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ PETERSON AVE AND
CALDWELL AVE**

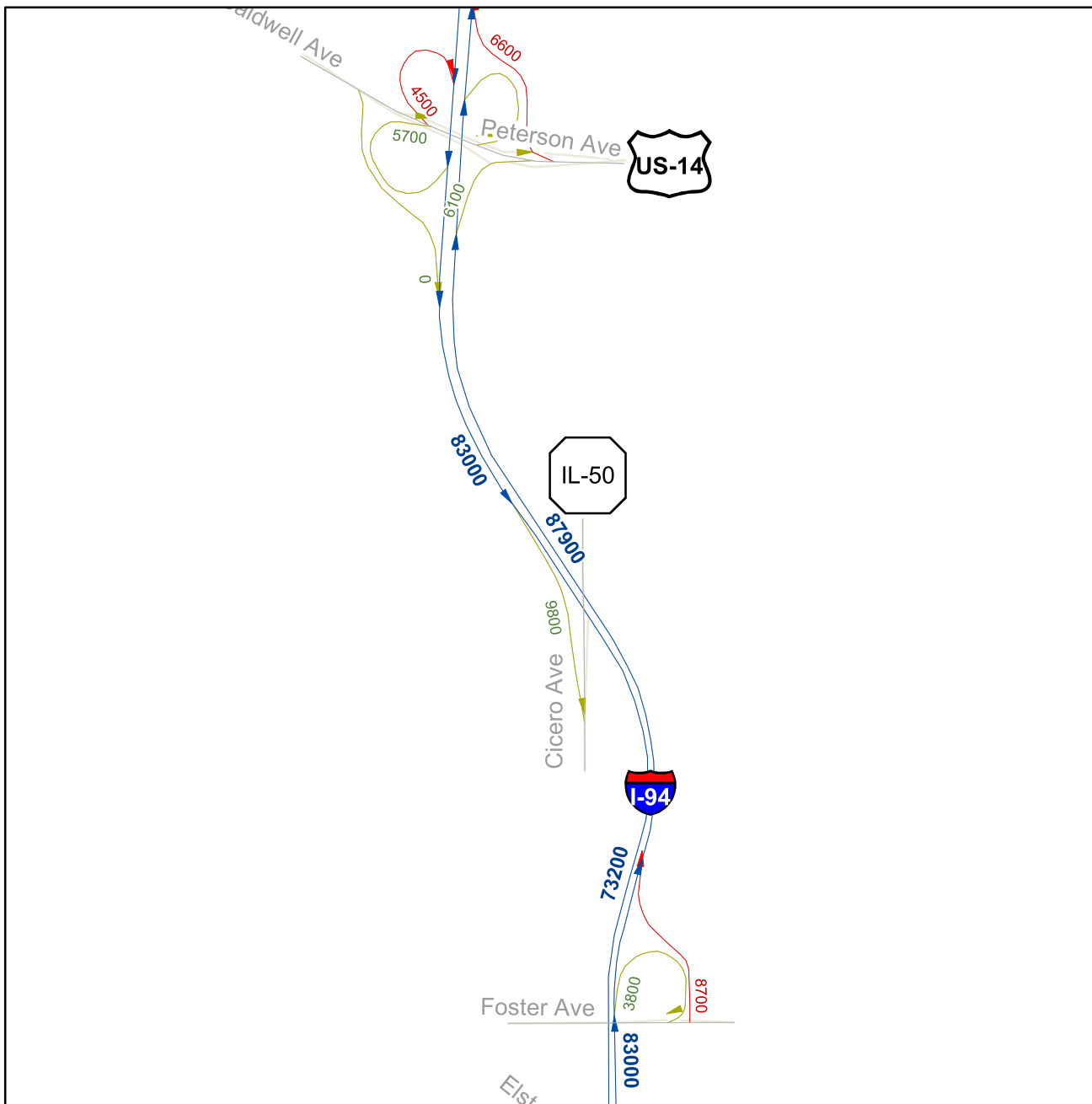


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

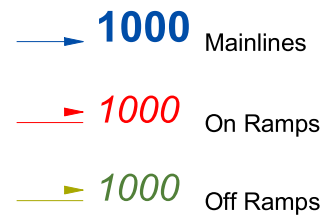


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@IL RTE 50 - CICERO
AVE**

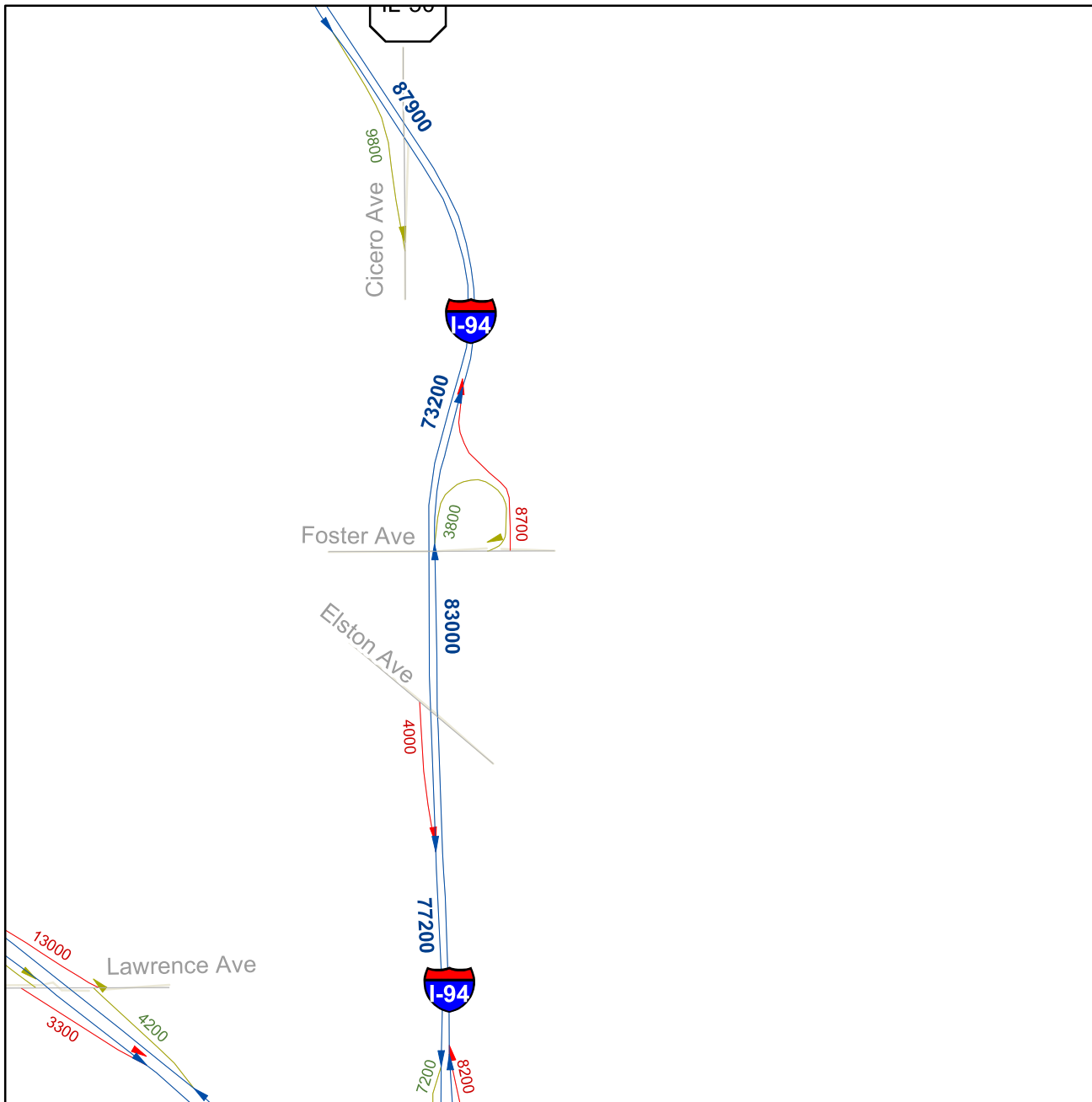


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

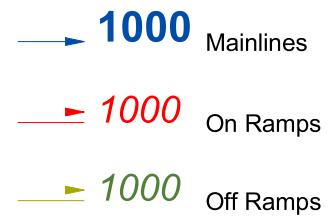
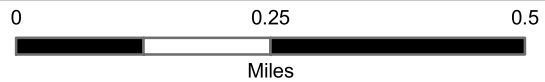


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ FOSTER AVE**

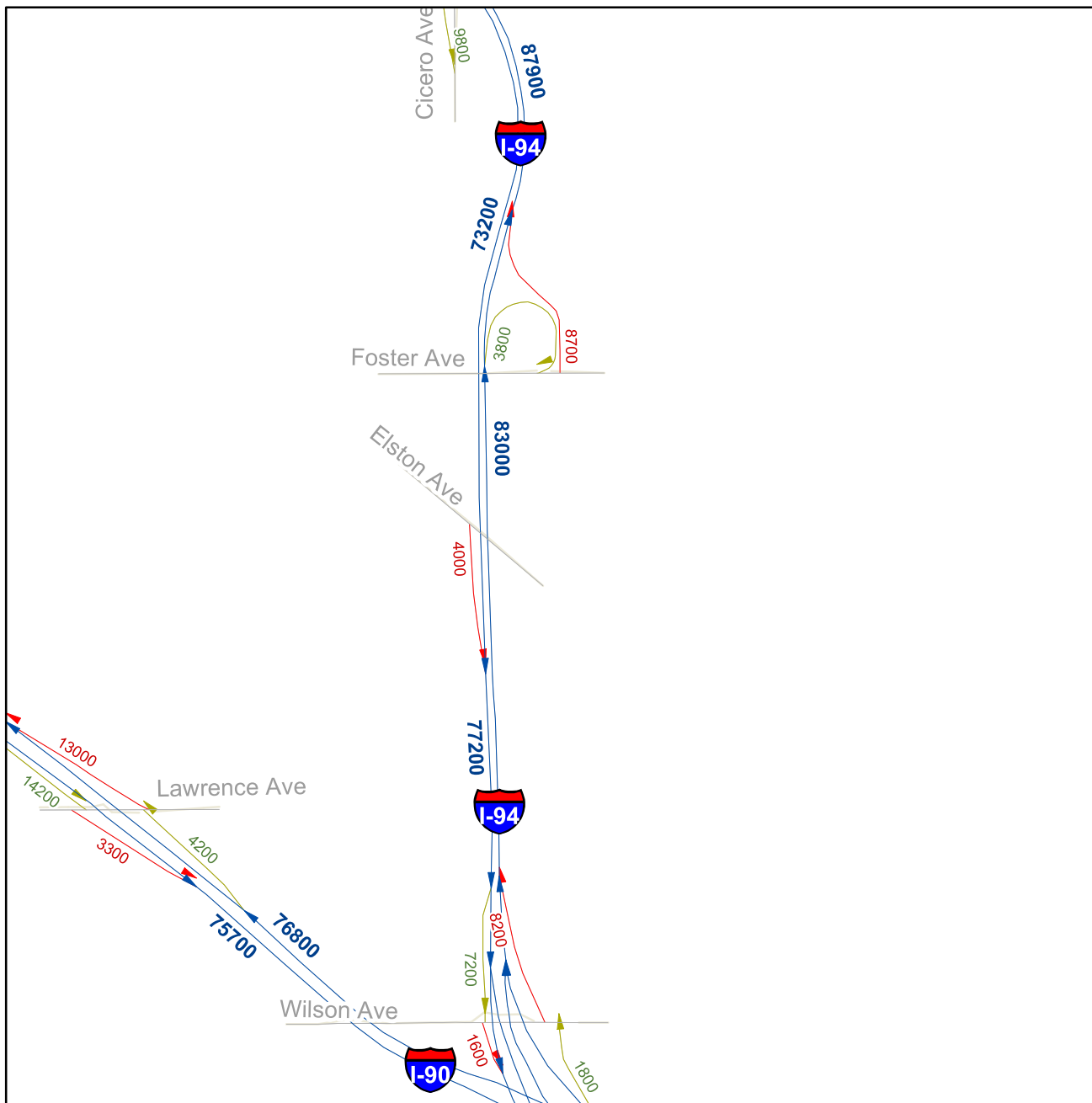


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

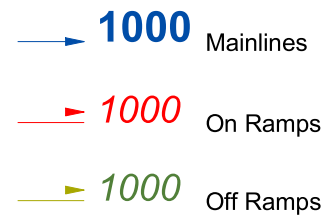
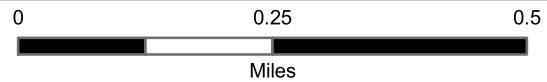


2001 AADT COUNTS

**I-94 EDENS EXPRESSWAY
@ ELSTON AVE**

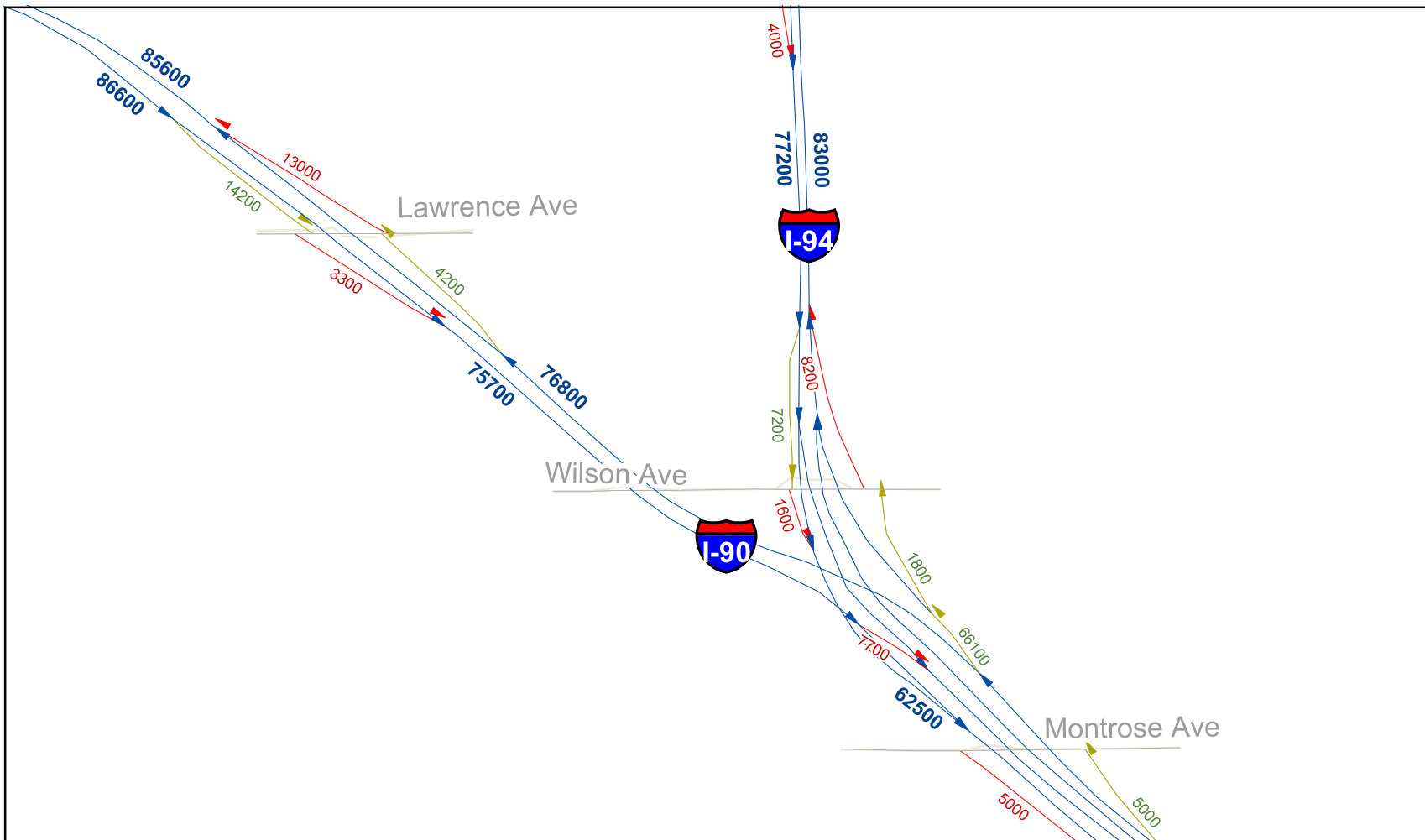


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

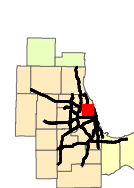


2001 AADT COUNTS

I-94 EDENS EXPRESSWAY @ WILSON AVE



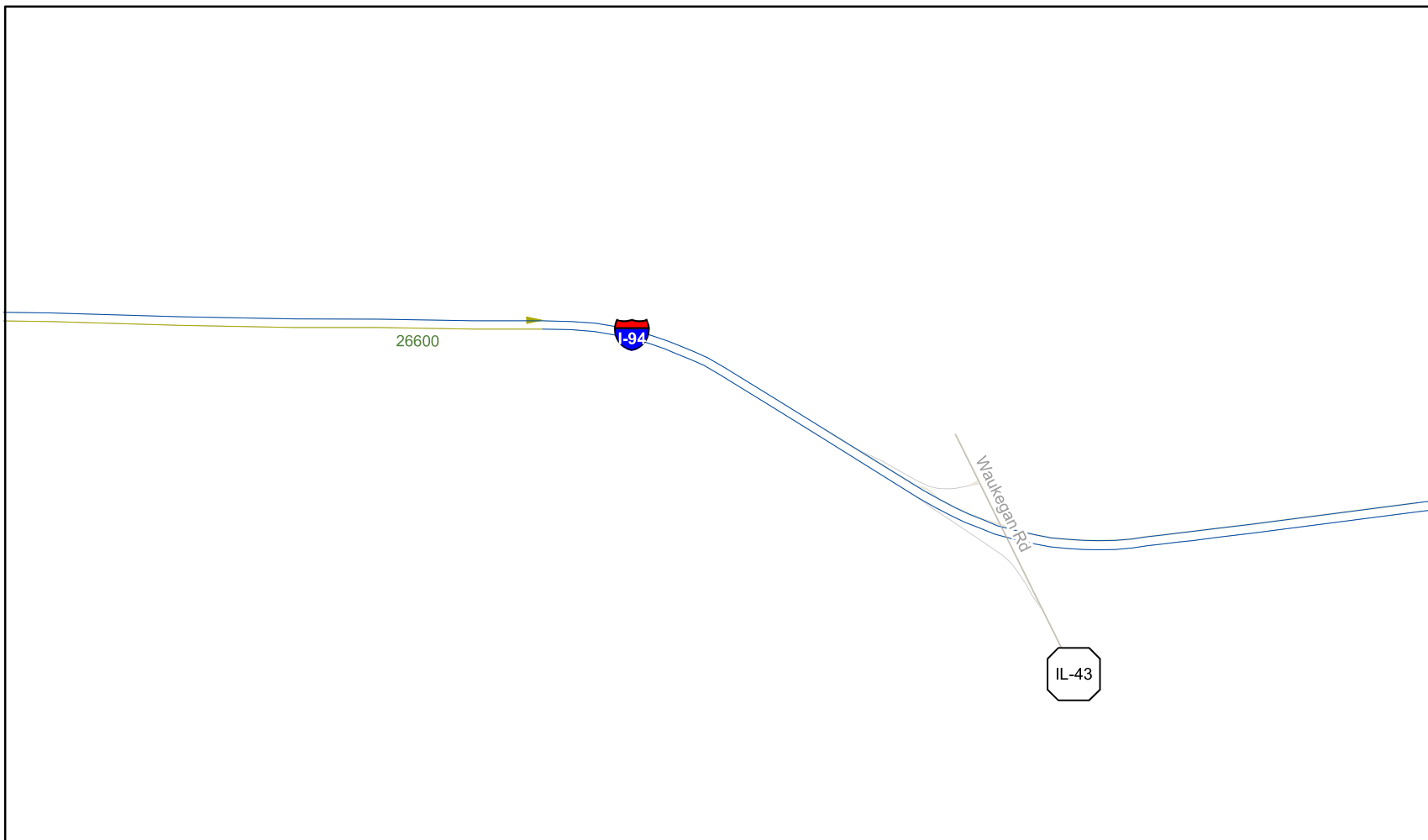
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

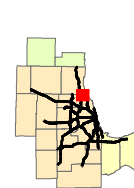
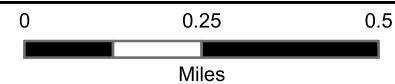
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

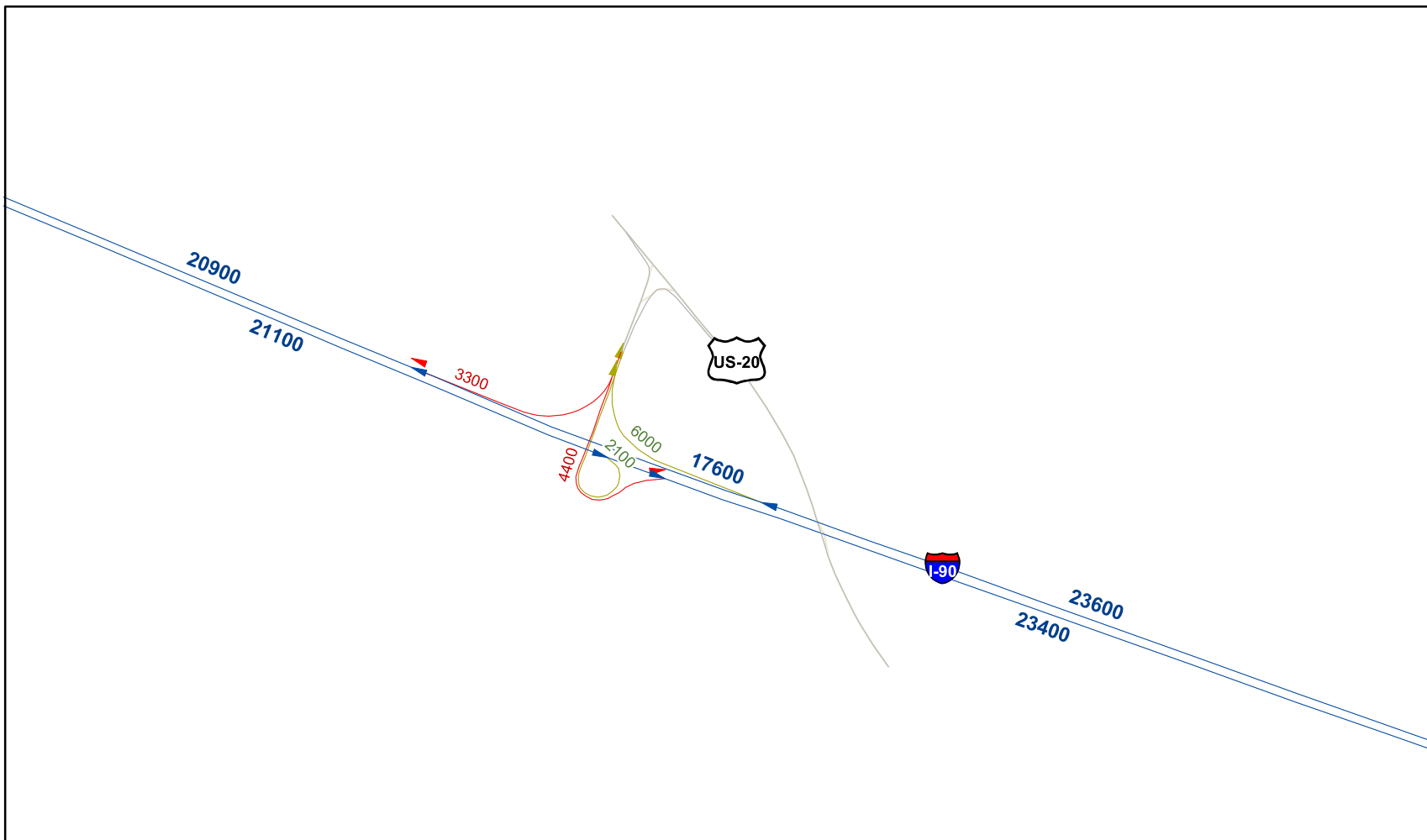
**I-94 EDENS SPUR @ IL RTE 43 -
WAUKEGAN RD**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

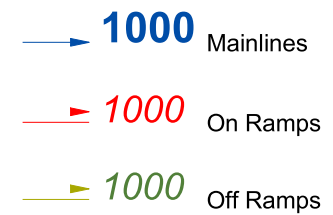
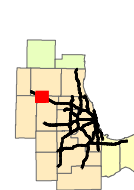
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

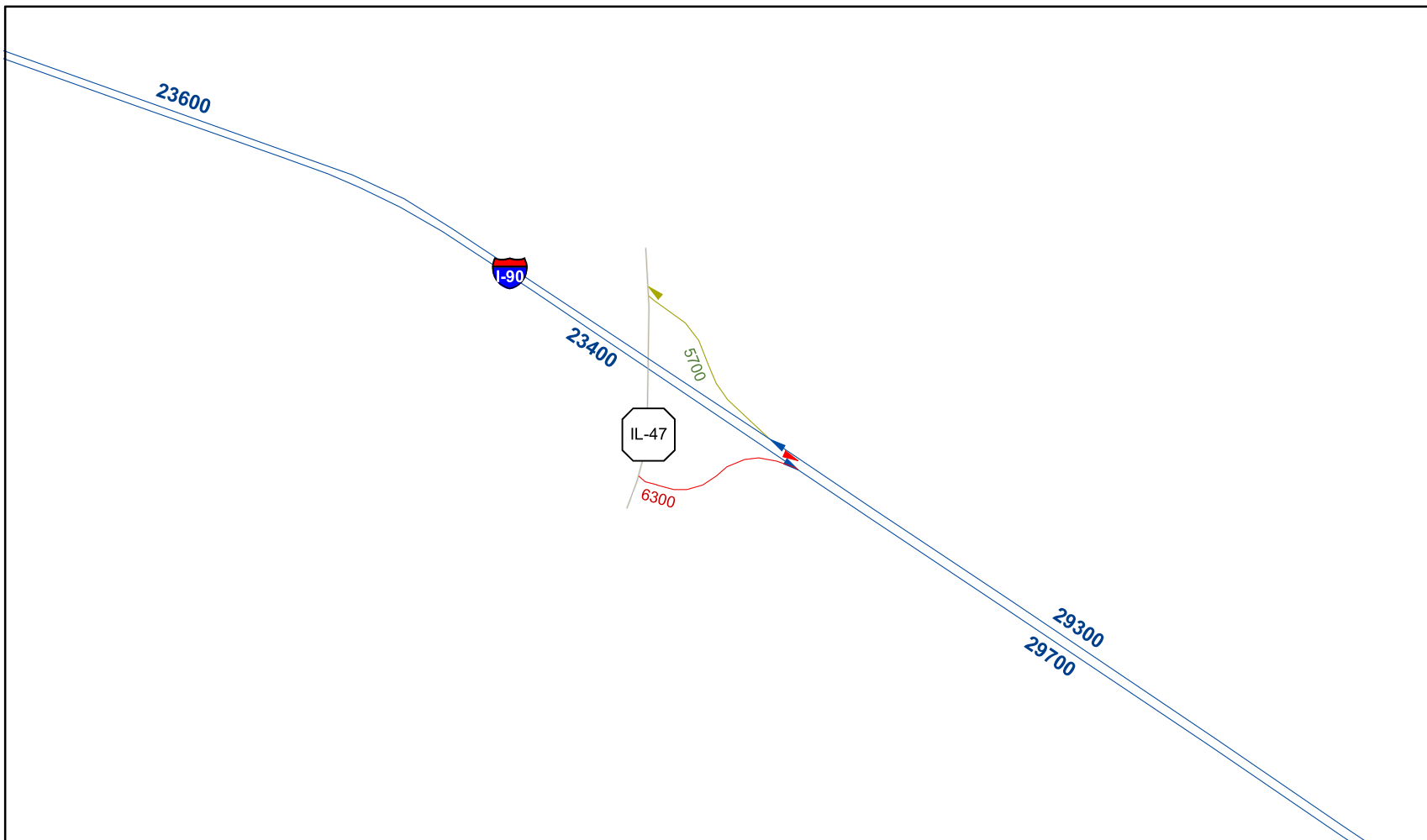
**I-90 NORTHWEST TOLLWAY @ U.S.
RTE 20**



— Intersecting Roads

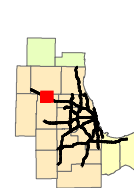
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

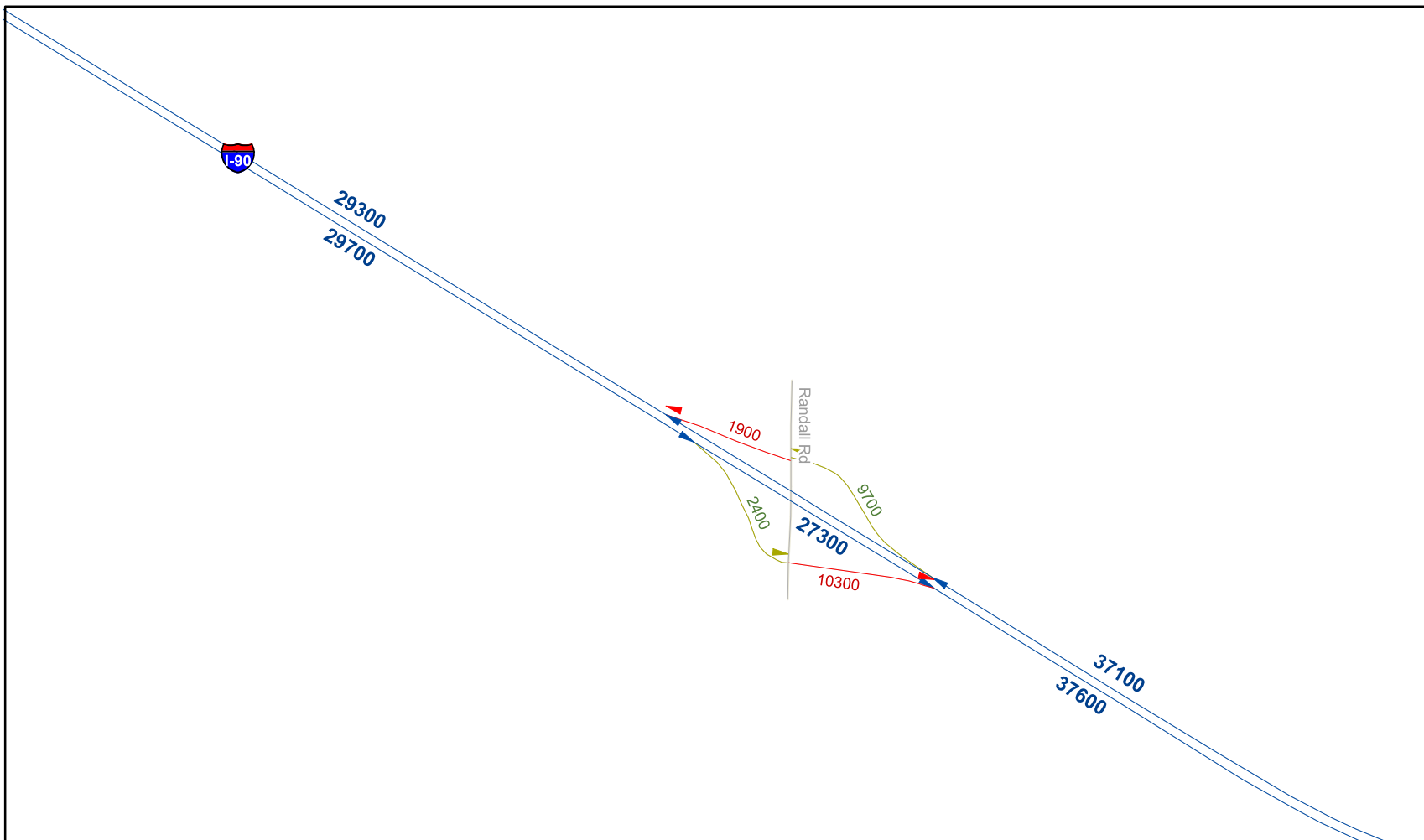
I-90 NORTHWEST TOLLWAY @ IL
RTE 47



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

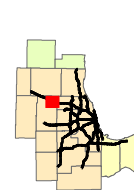
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

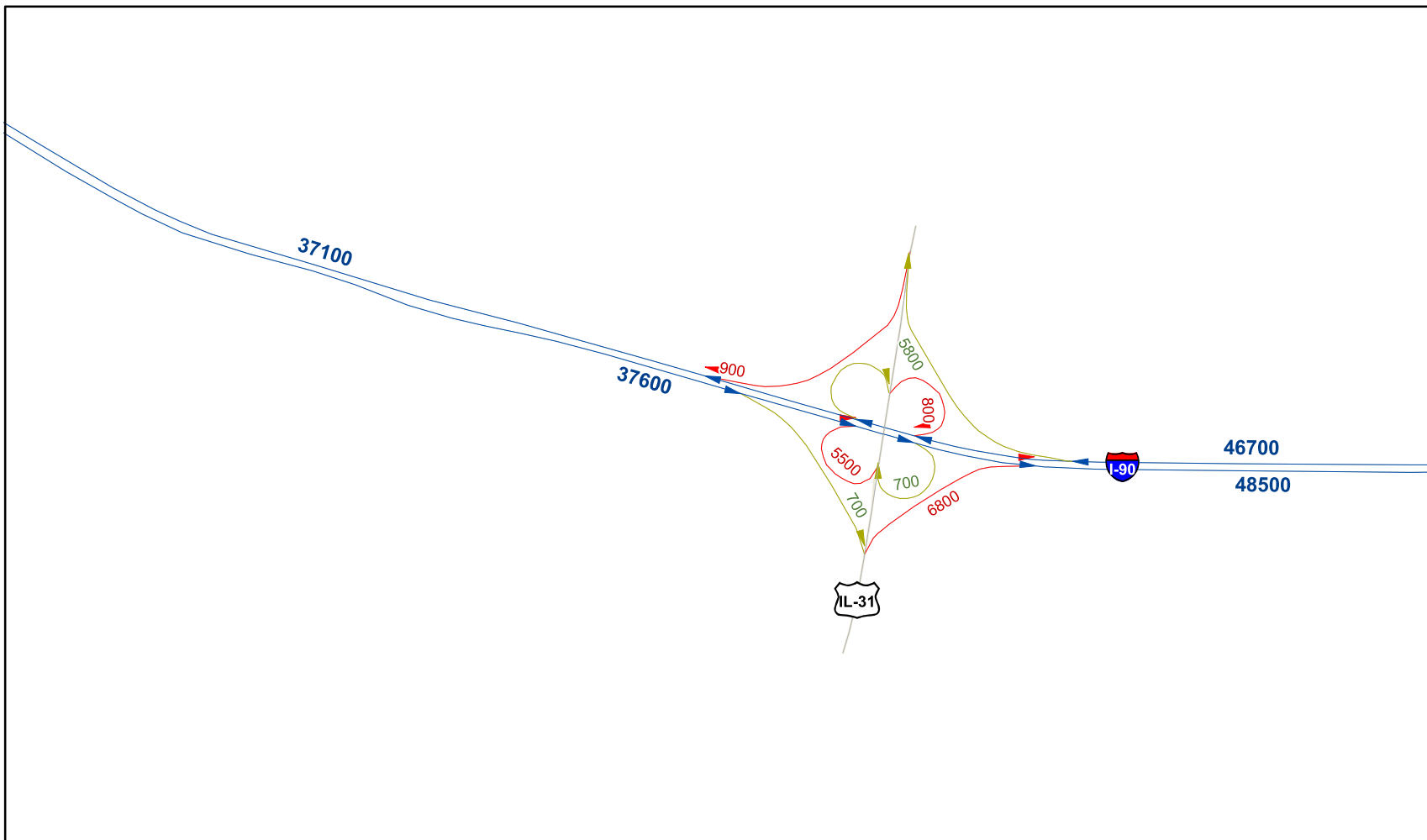
I-90 NORTHWEST TOLLWAY @ RANDALL RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

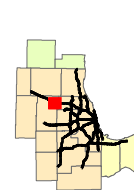
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

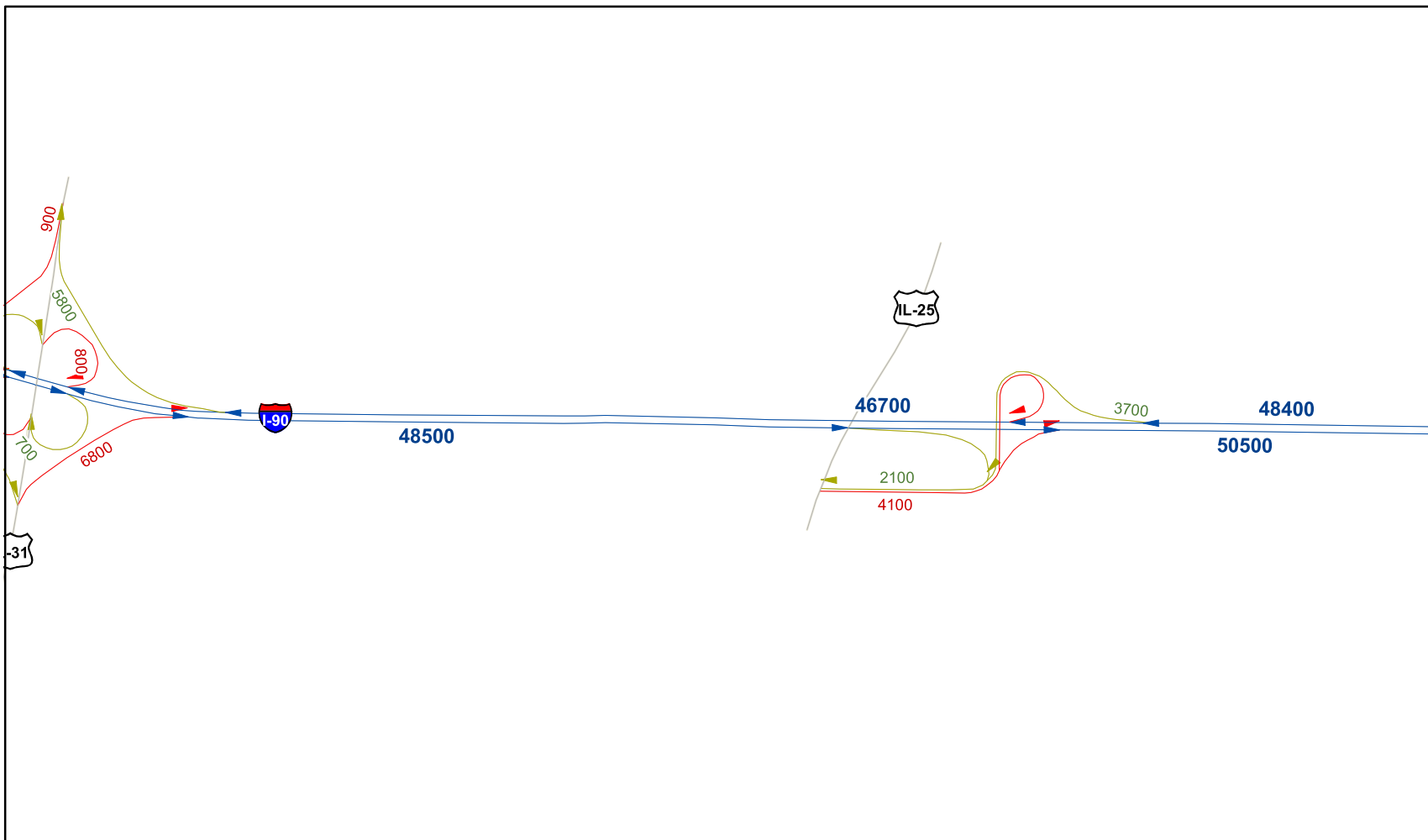
I-90 NORTHWEST TOLLWAY @ IL
RTE 31



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

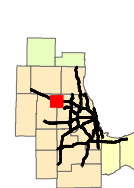
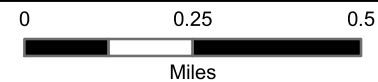
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

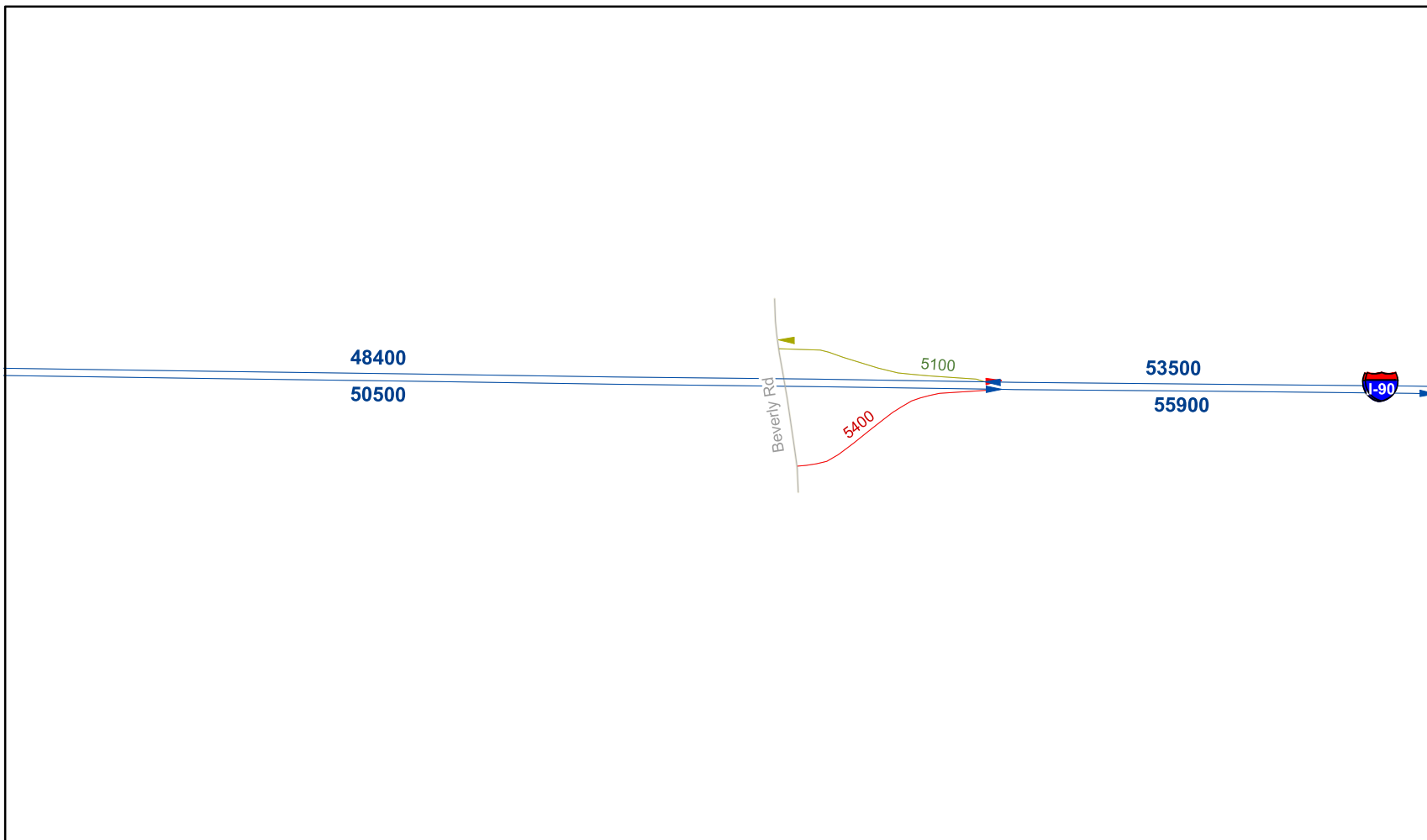
I-90 NORTHWEST TOLLWAY @ IL
RTE 25



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

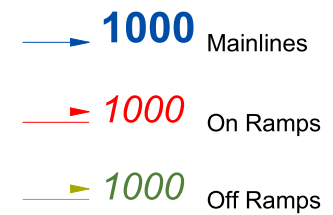
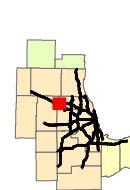
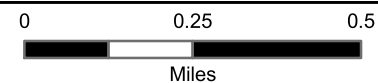
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



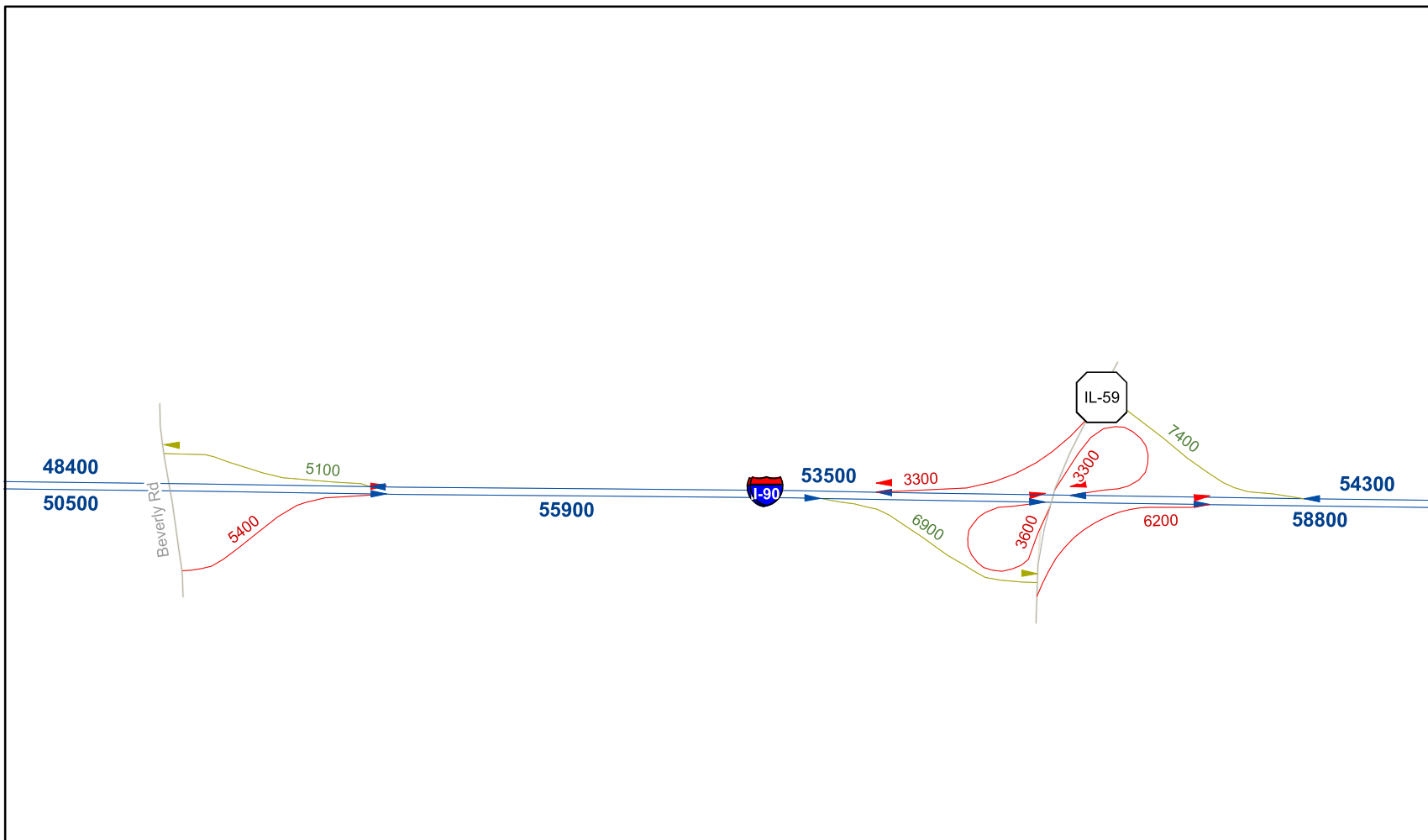
2001 AADT COUNTS

I-90 NORTHWEST TOLLWAY @ BEVERLY RD



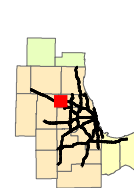
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983




Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

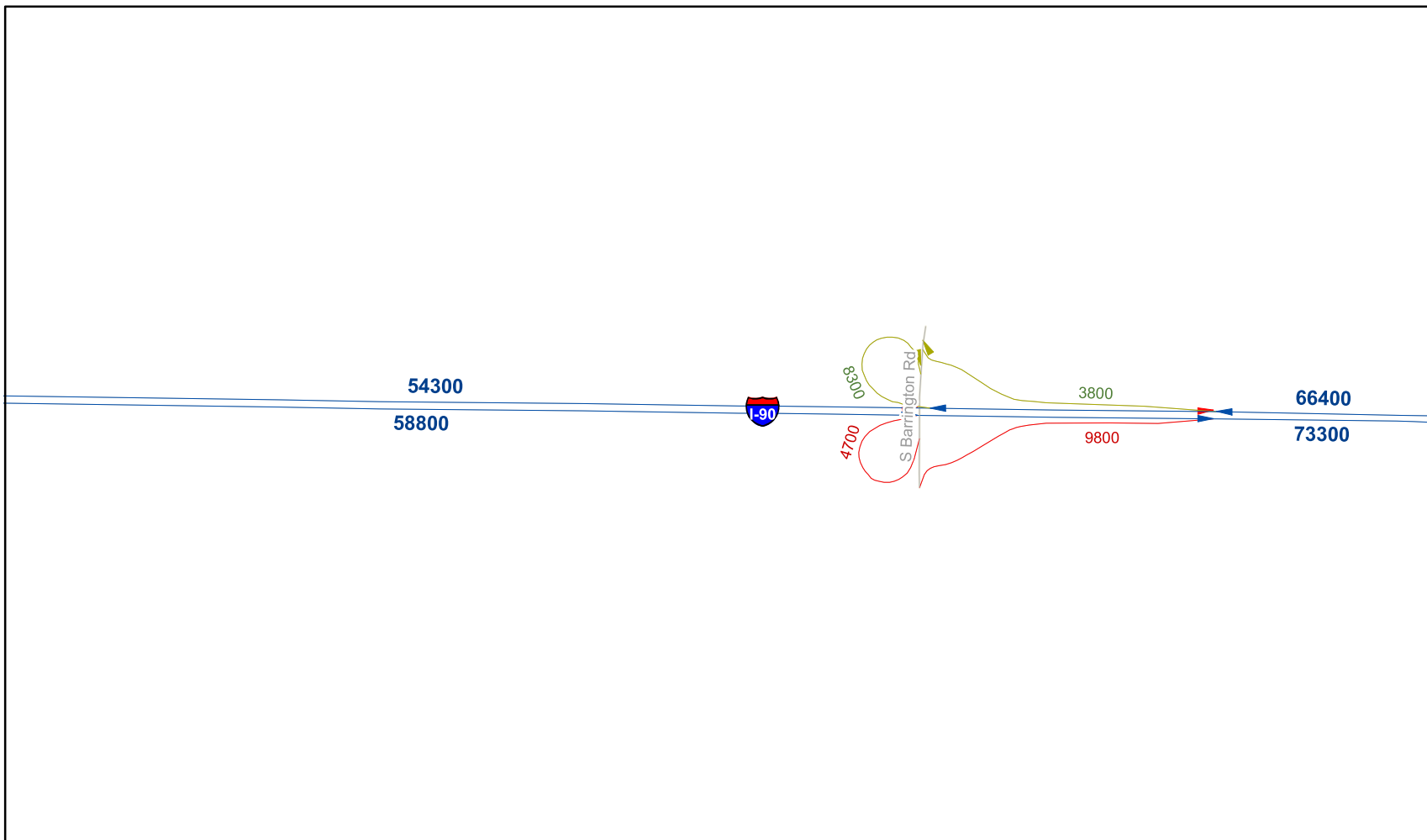
**I-90 NORTHWEST TOLLWAY @ IL
RTE 59**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

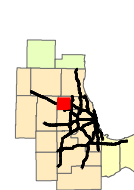
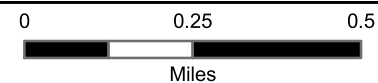
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

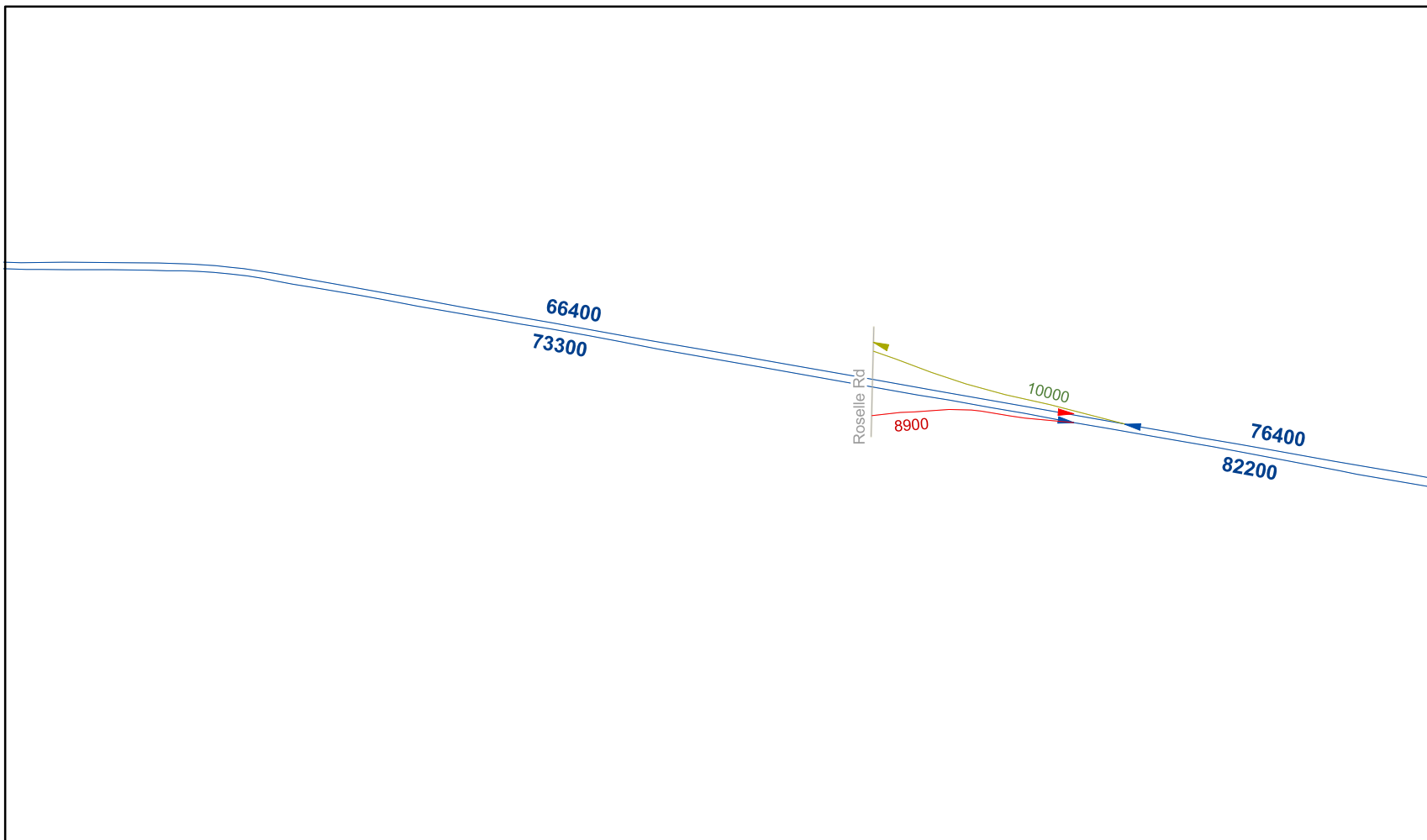
I-90 NORTHWEST TOLLWAY @ BARRINGTON RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

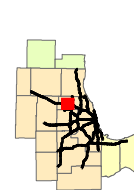
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

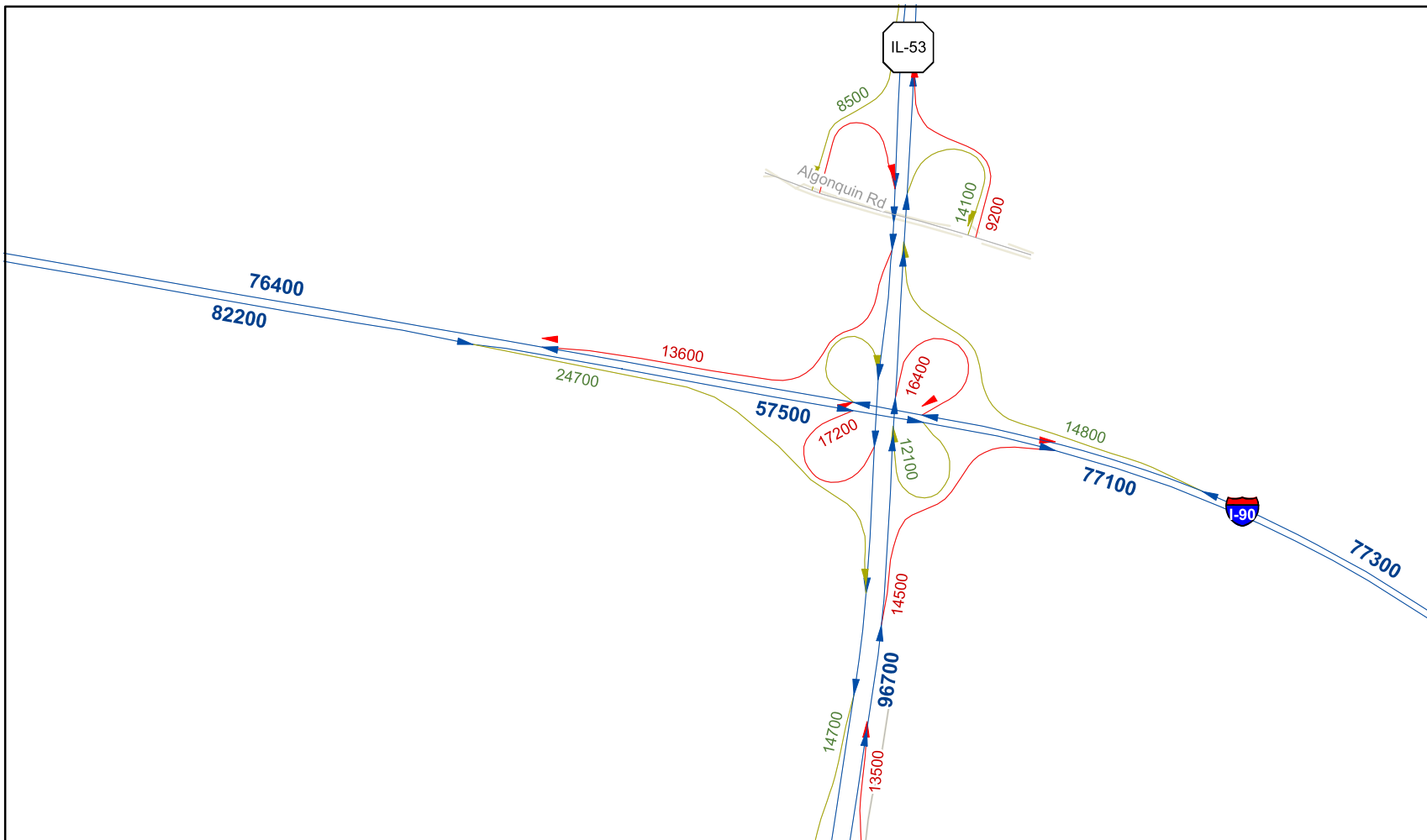
I-90 NORTHWEST TOLLWAY @ ROSELLE RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

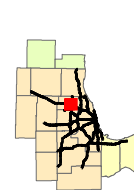
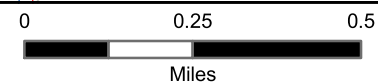
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

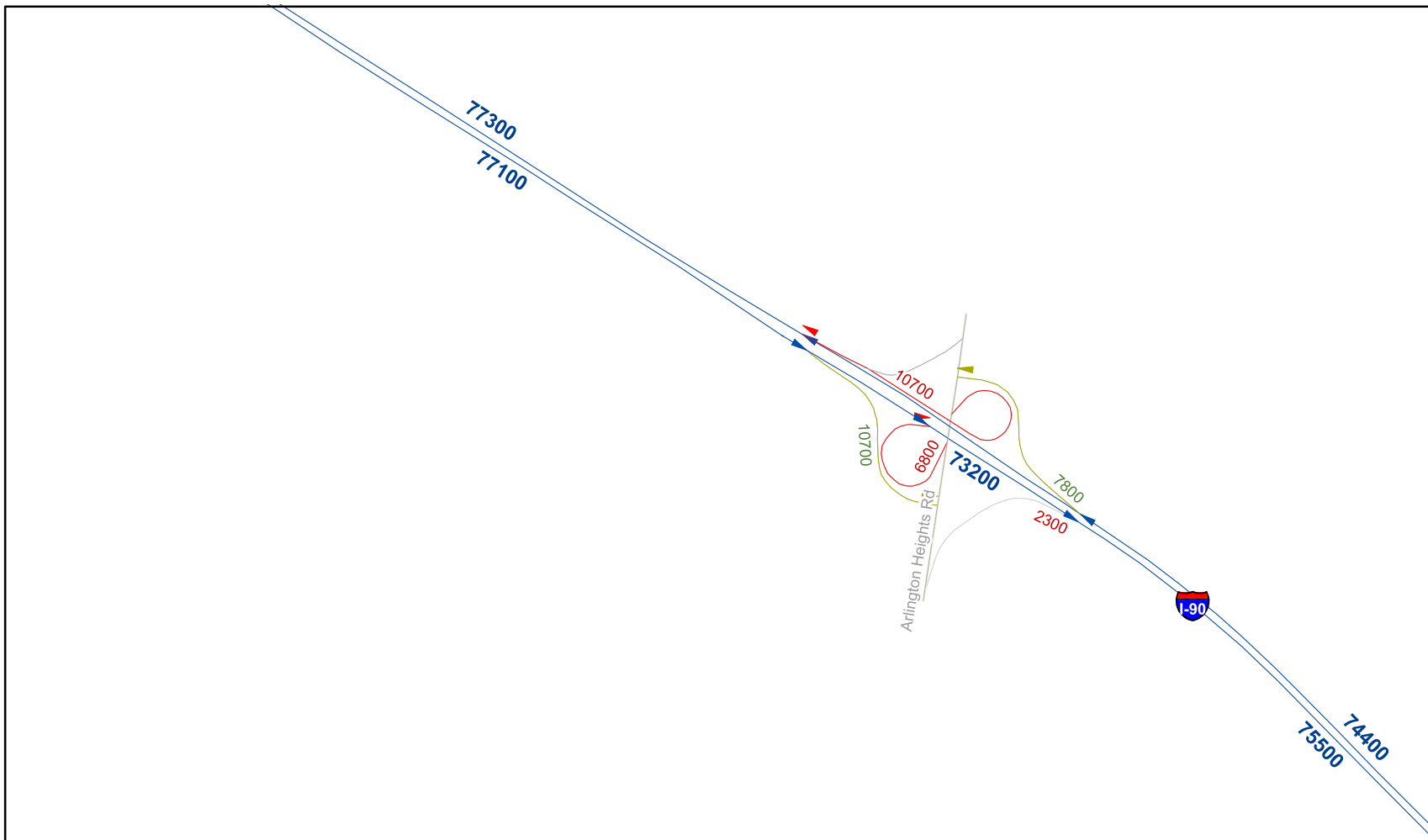
I-90 NORTHWEST TOLLWAY @ IL
RTE 53 - I-290 EXTENSION



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

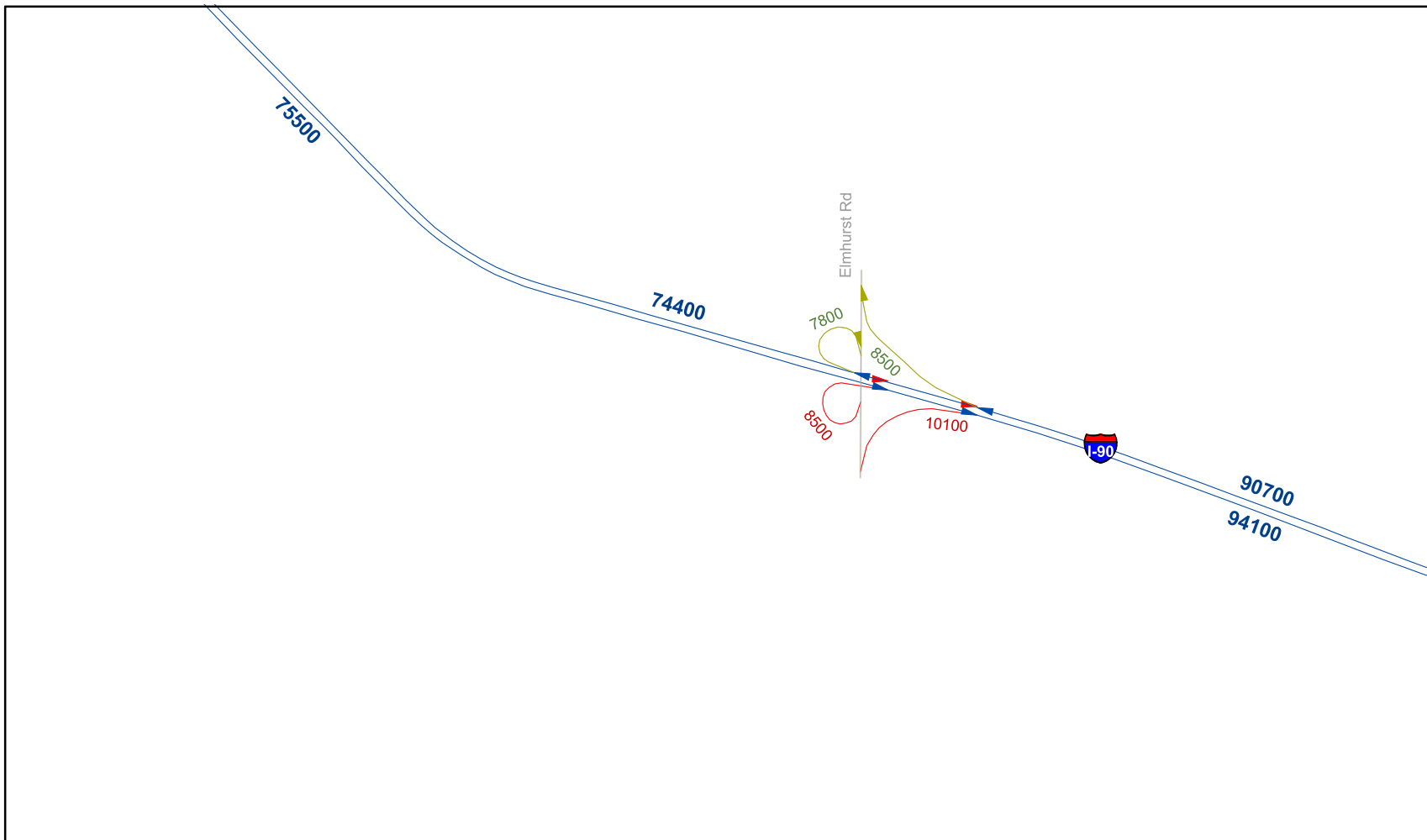
I-90 NORTHWEST TOLLWAY @ ARLINGTON HEIGHTS RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

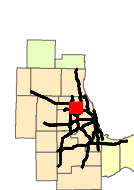
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

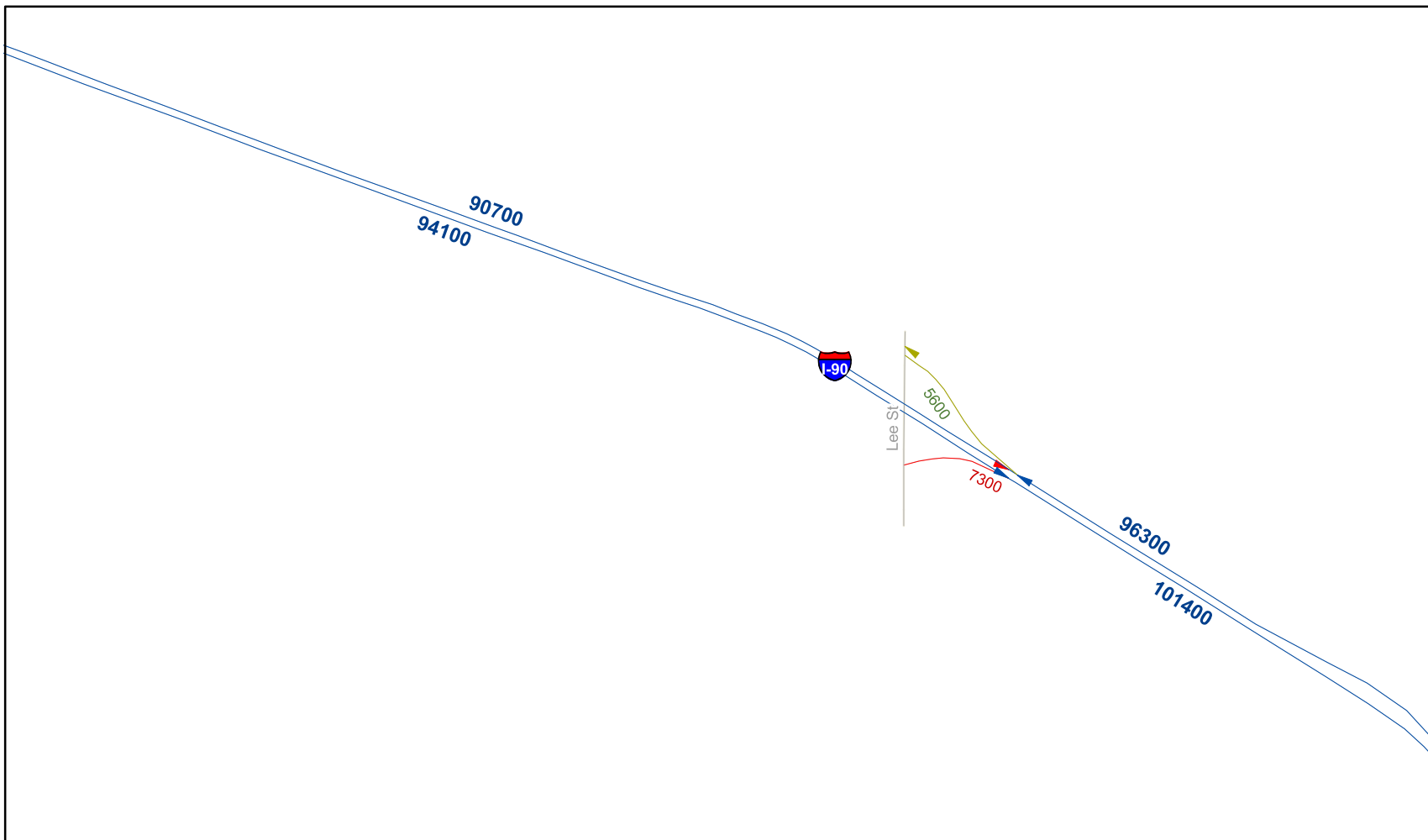
I-90 NORTHWEST TOLLWAY @ ELMHURST RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

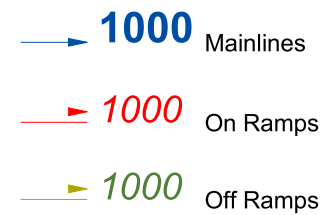
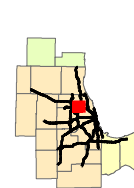
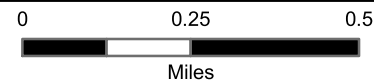


2001 AADT COUNTS

I-90 NORTHWEST TOLLWAY @ LEE ST

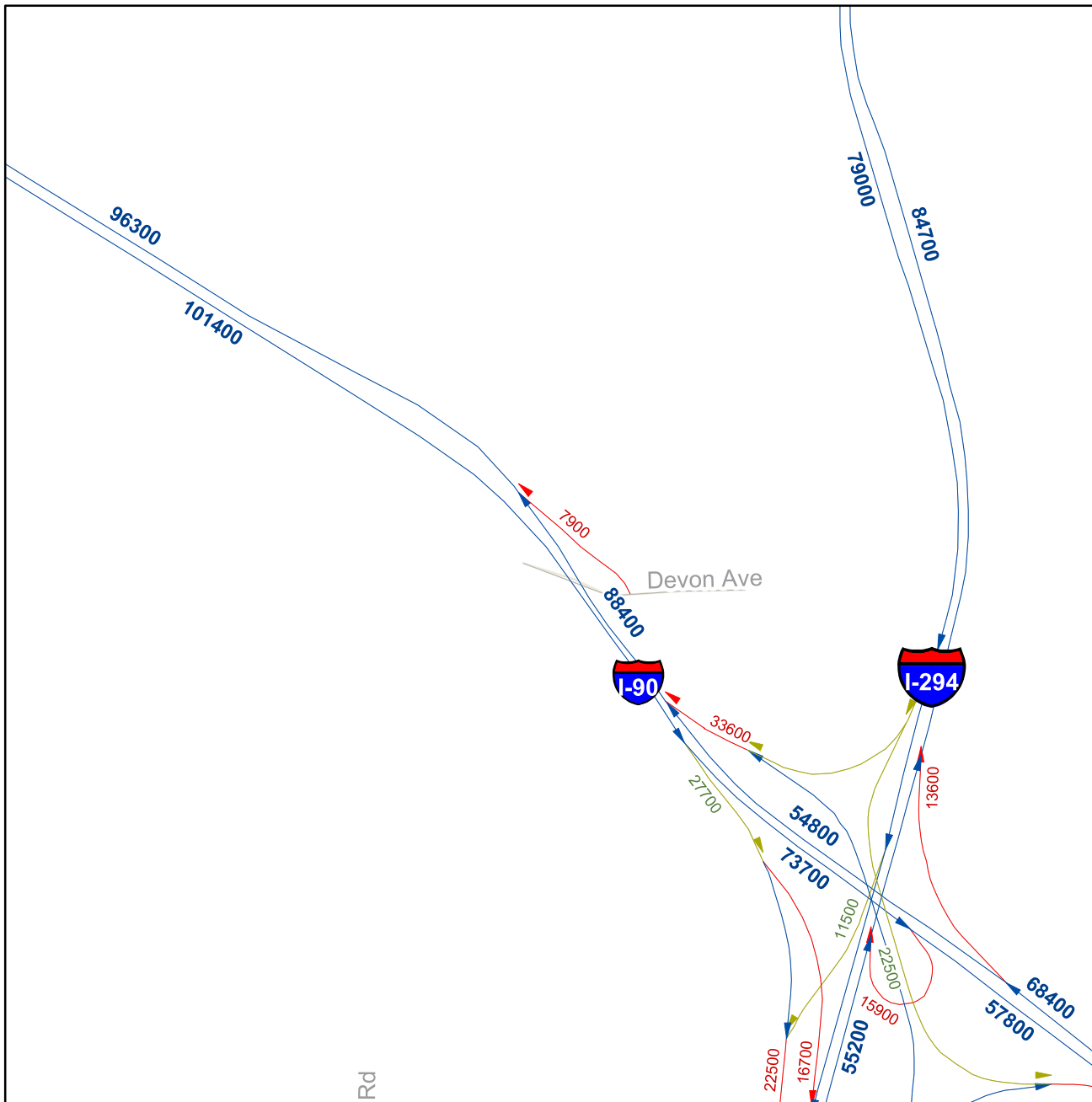


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

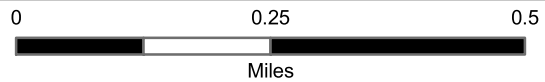


2001 AADT COUNTS

**I-90 NORTHWEST TOLLWAY
@DEVON AVE**



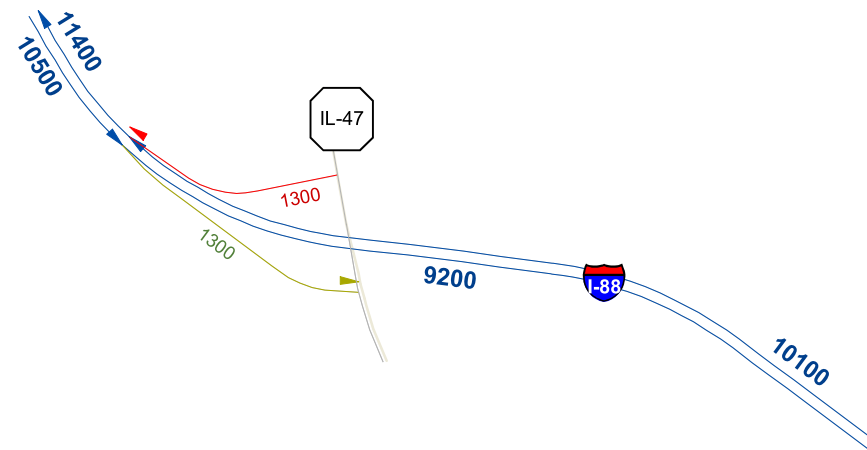
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

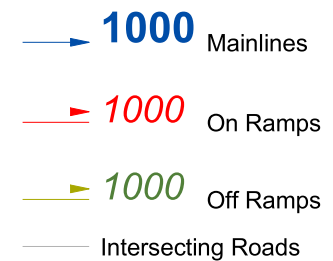
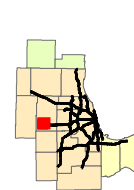
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



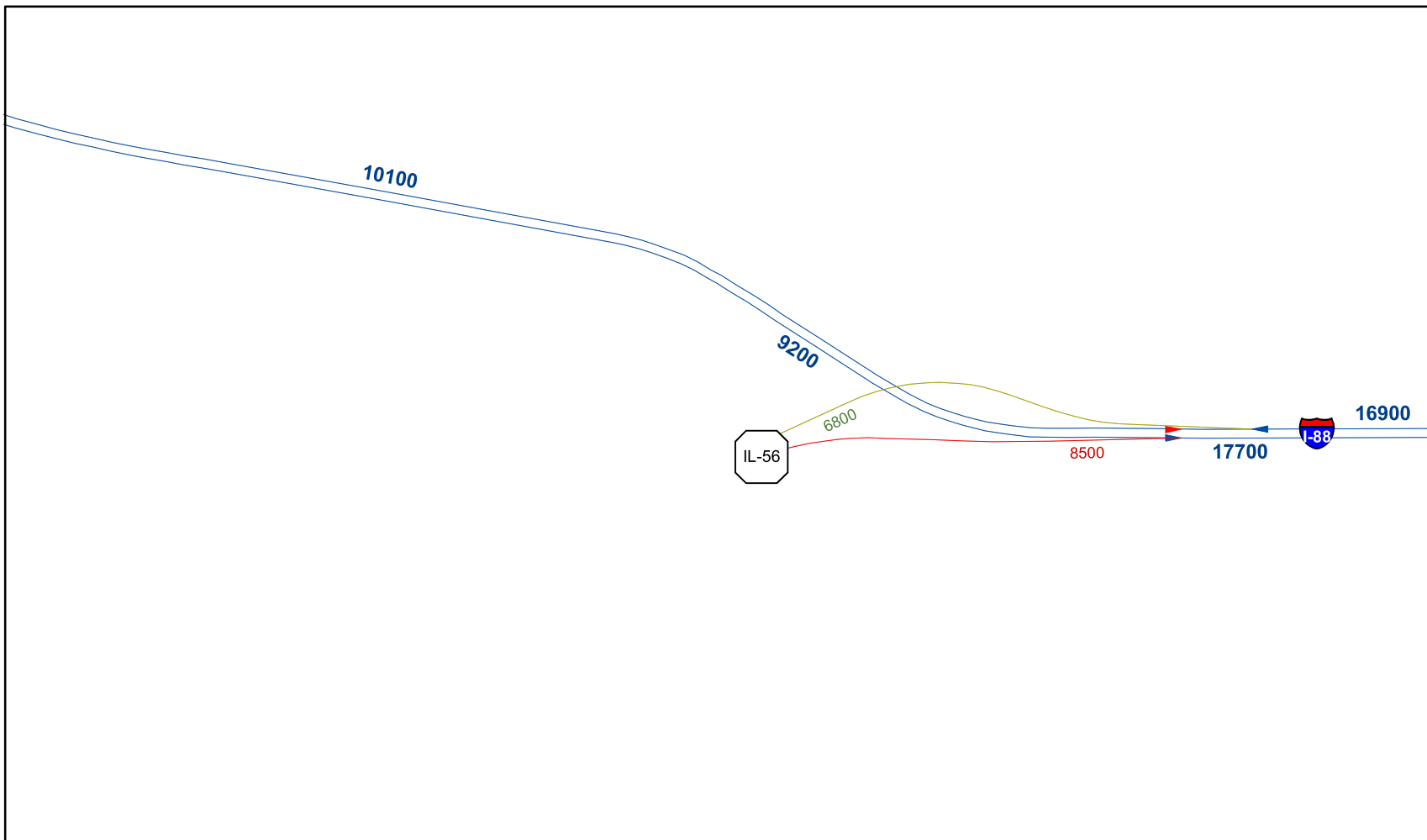
2001 AADT COUNTS

I-88 EAST-WEST TOLLWAY @IL
RTE 47



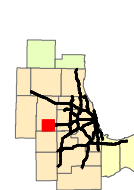
PROJECTION: Universal
 Transverse Mercator-Zone 16
DATUM: North American
 Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

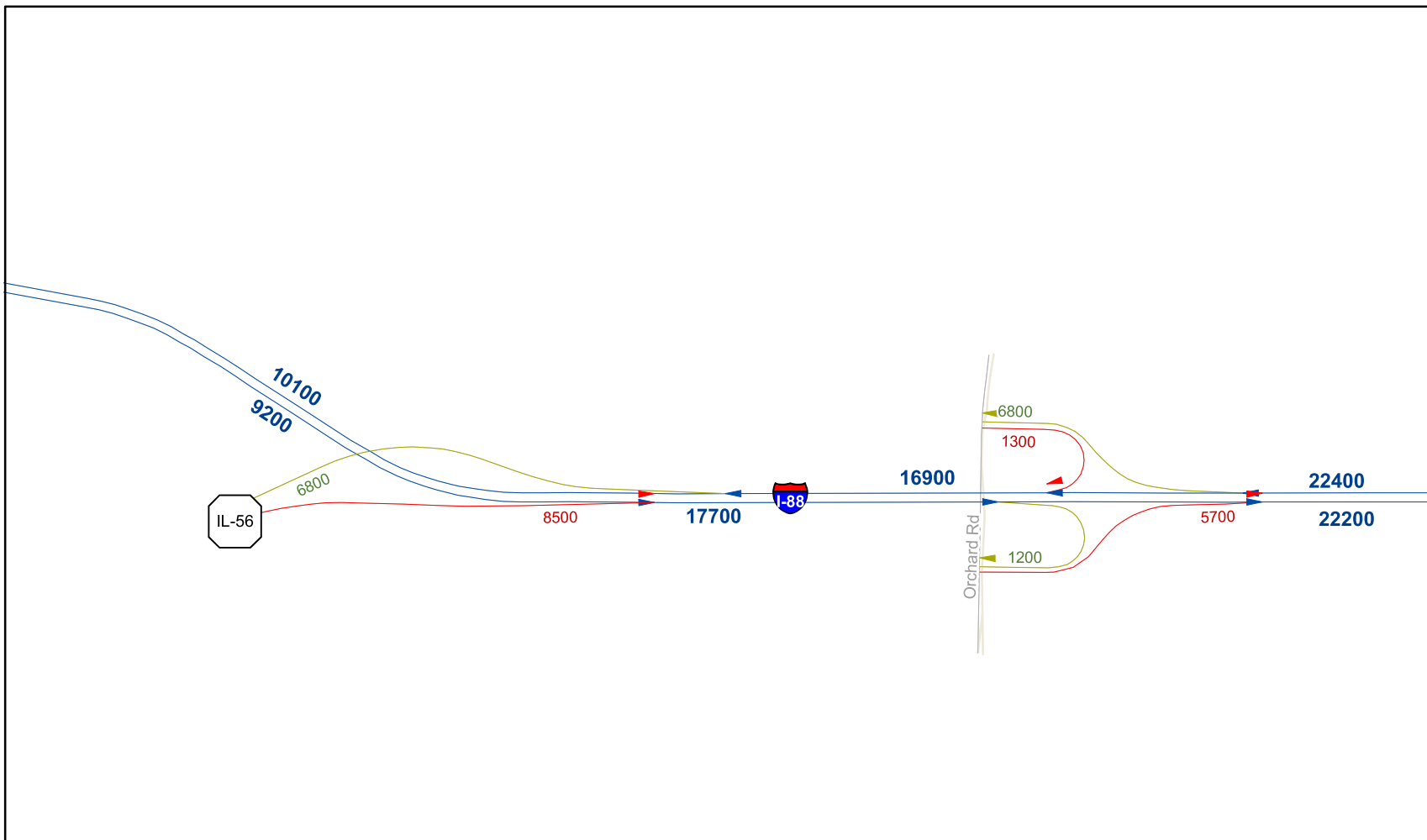
I-88 EAST-WEST TOLLWAY @IL
RTE 56



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

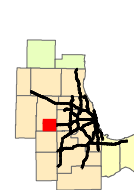
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

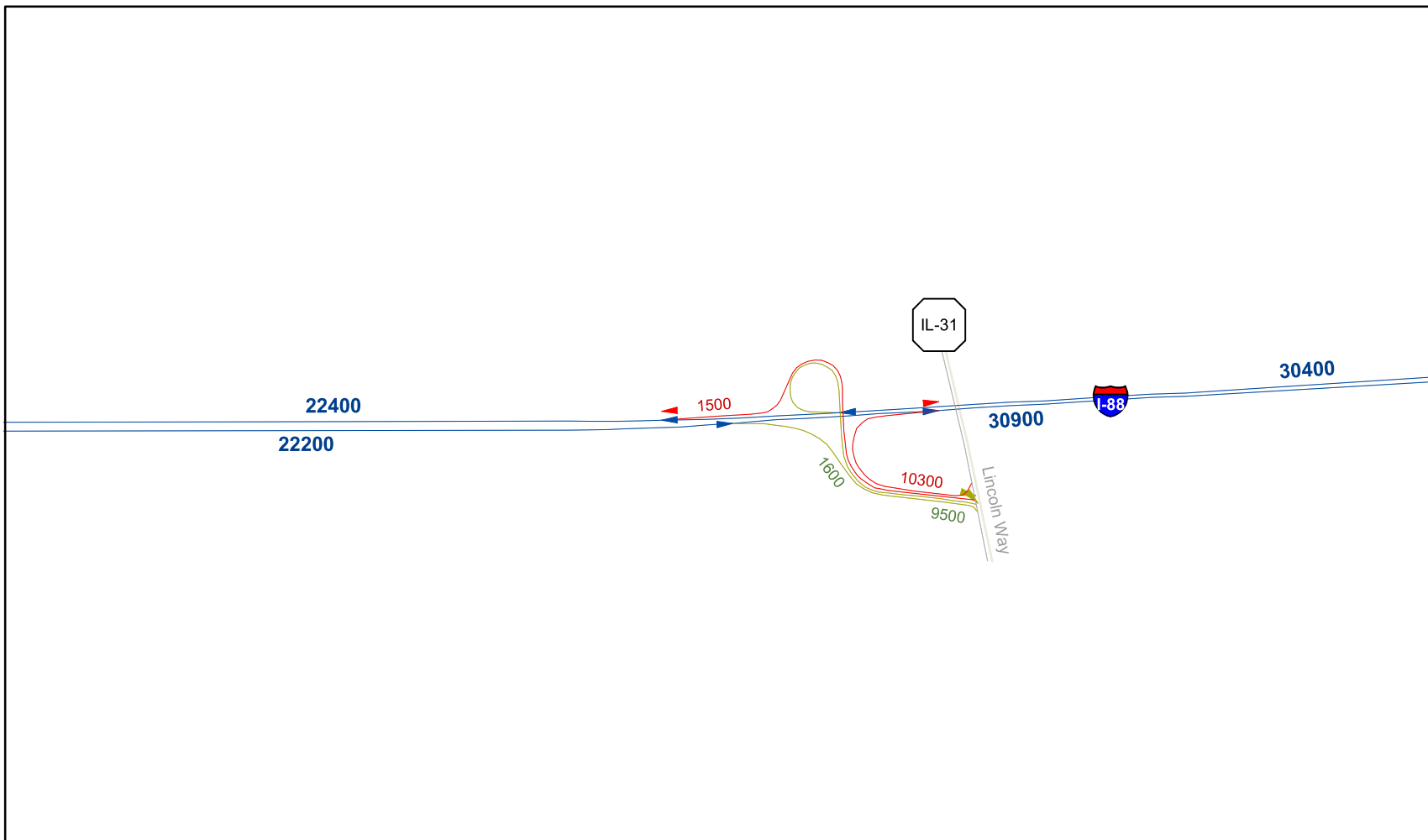
I-88 EAST-WEST TOLLWAY @ ORCHARD RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983




Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

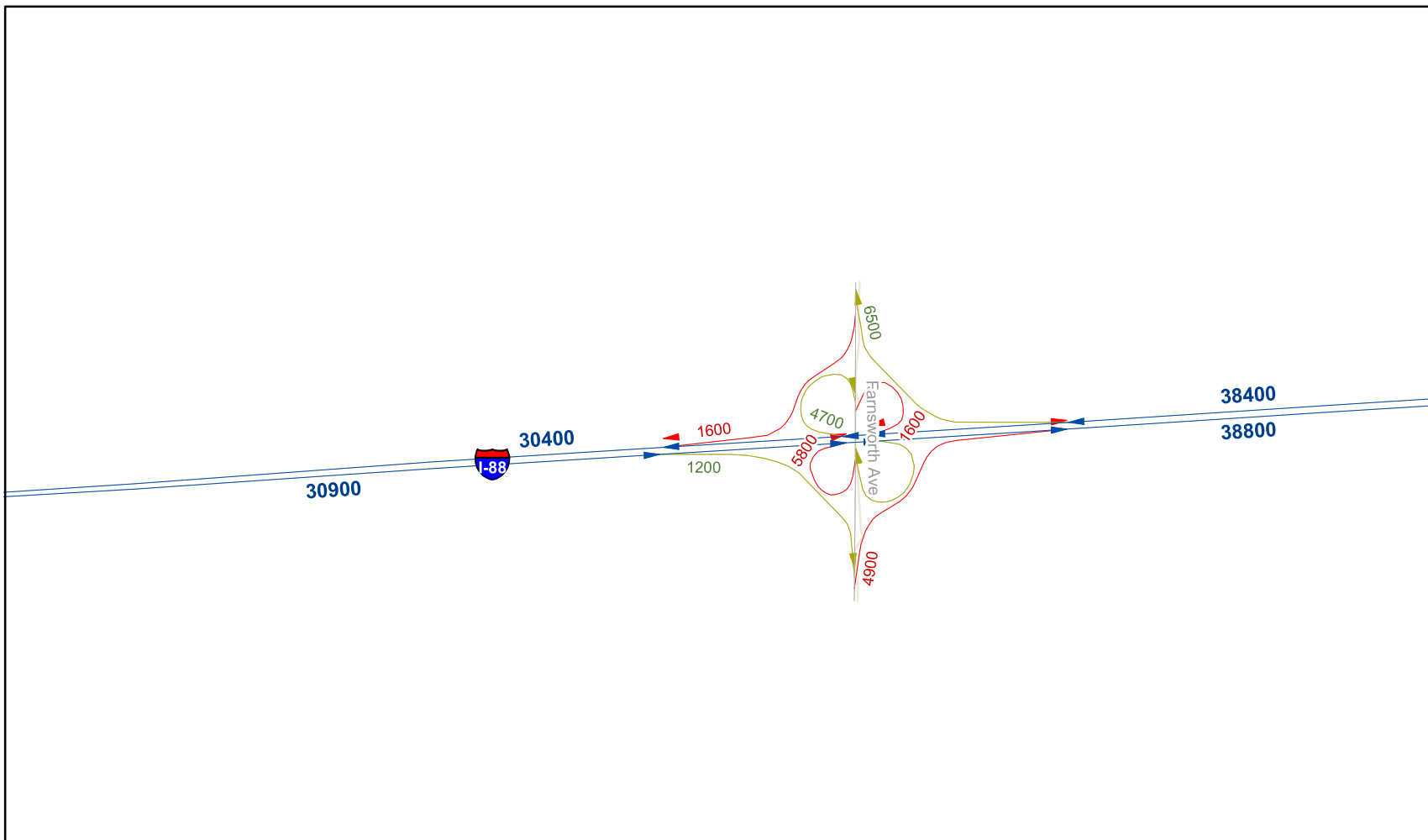
I-88 EAST-WEST TOLLWAY @IL
RTE 31



-  Mainlines
-  On Ramps
-  Off Ramps
-  Intersecting Roads

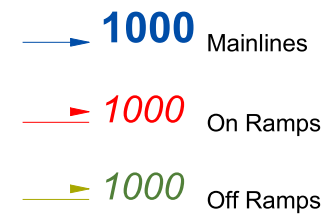
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

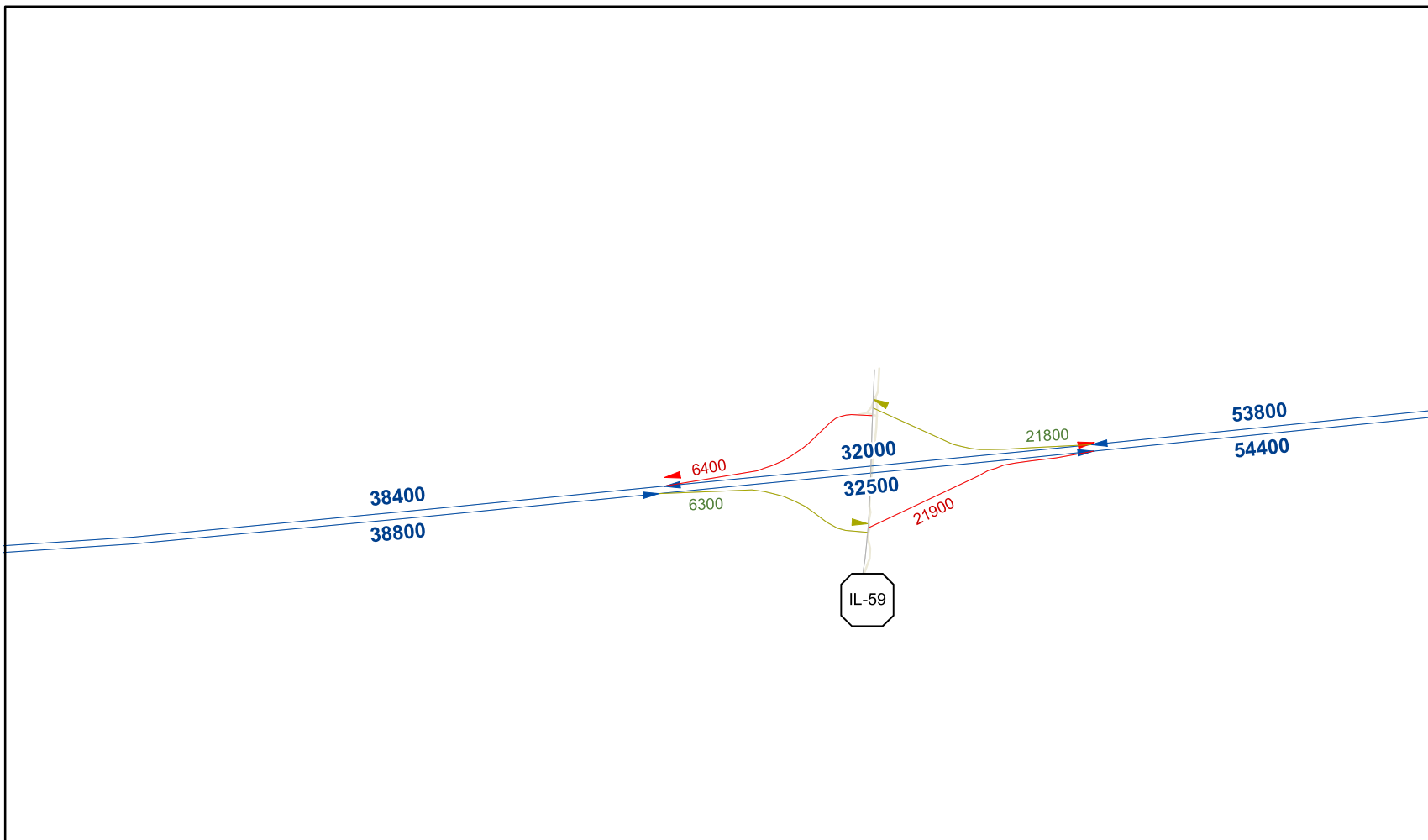
I-88 EAST-WEST TOLLWAY @ FARNSWORTH AVE



— Intersecting Roads

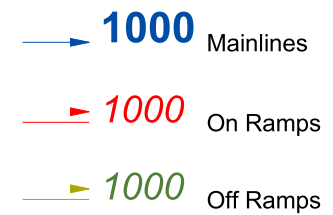
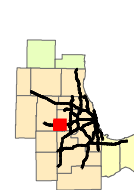
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express



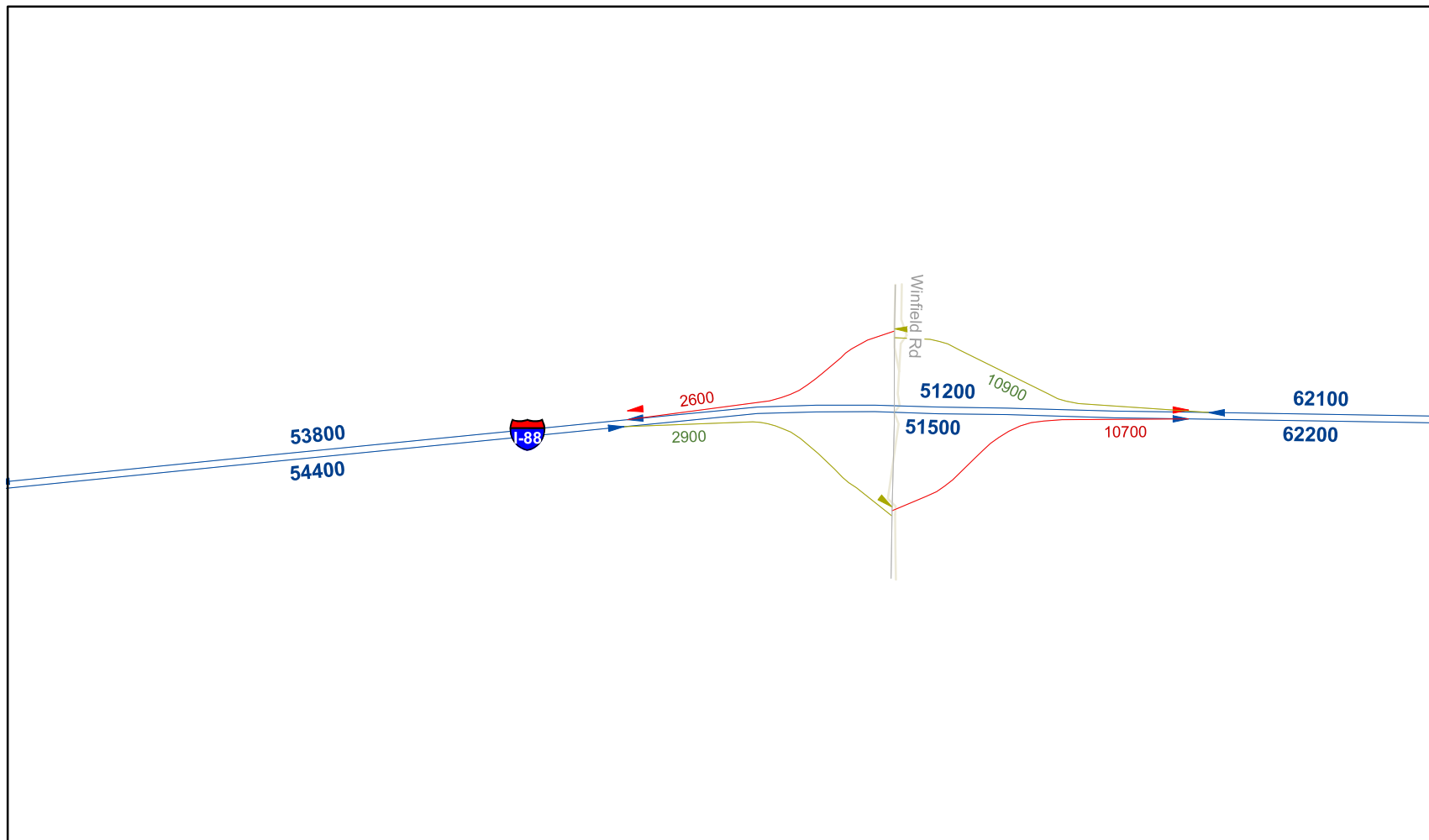
2001 AADT COUNTS

I-88 EAST-WEST TOLLWAY @IL
RTE 59



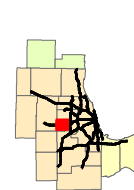
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

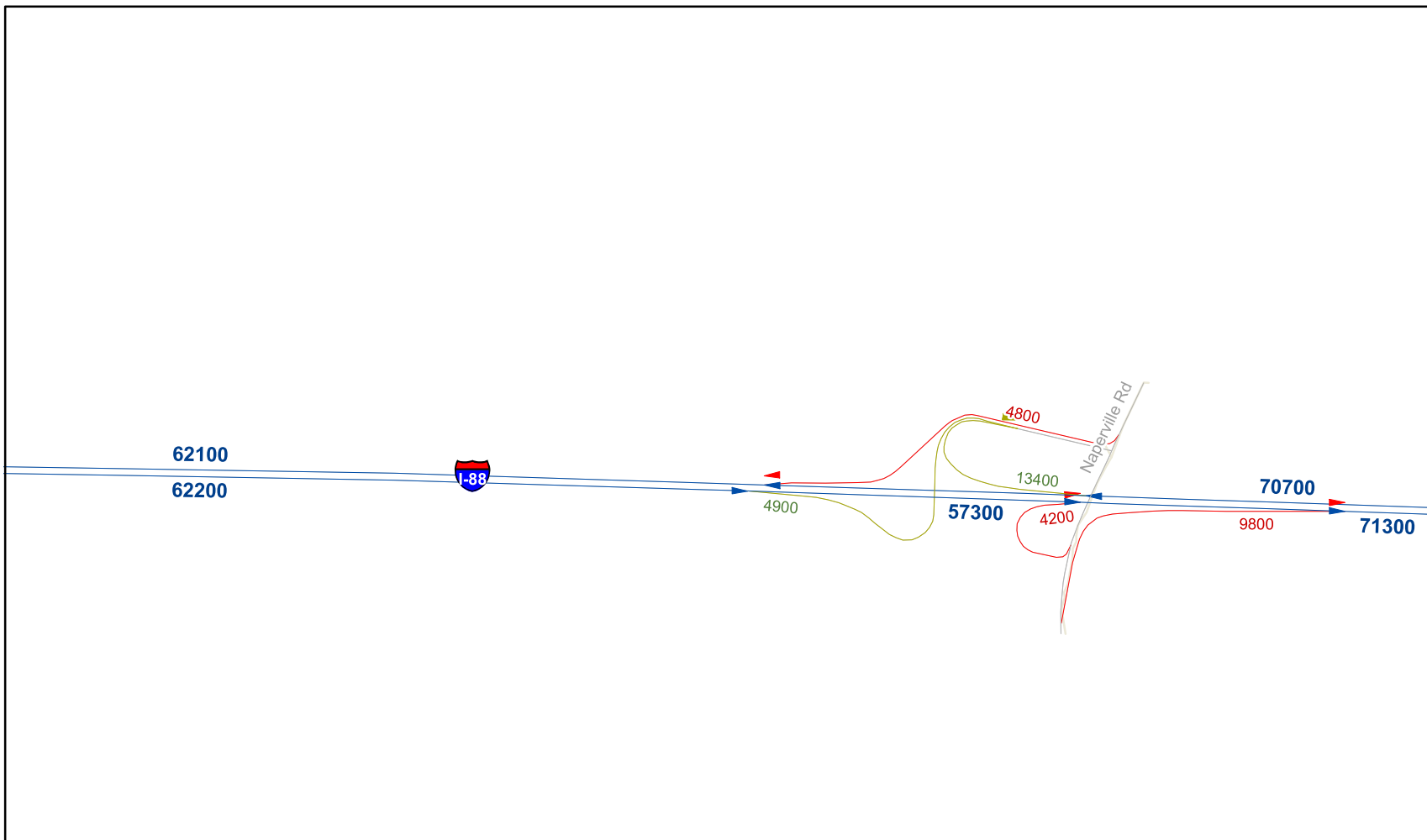
I-88 EAST-WEST TOLLWAY @ WINFIELD RD



-  Mainlines
-  On Ramps
-  Off Ramps
-  Intersecting Roads

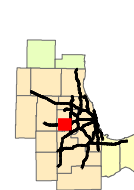
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

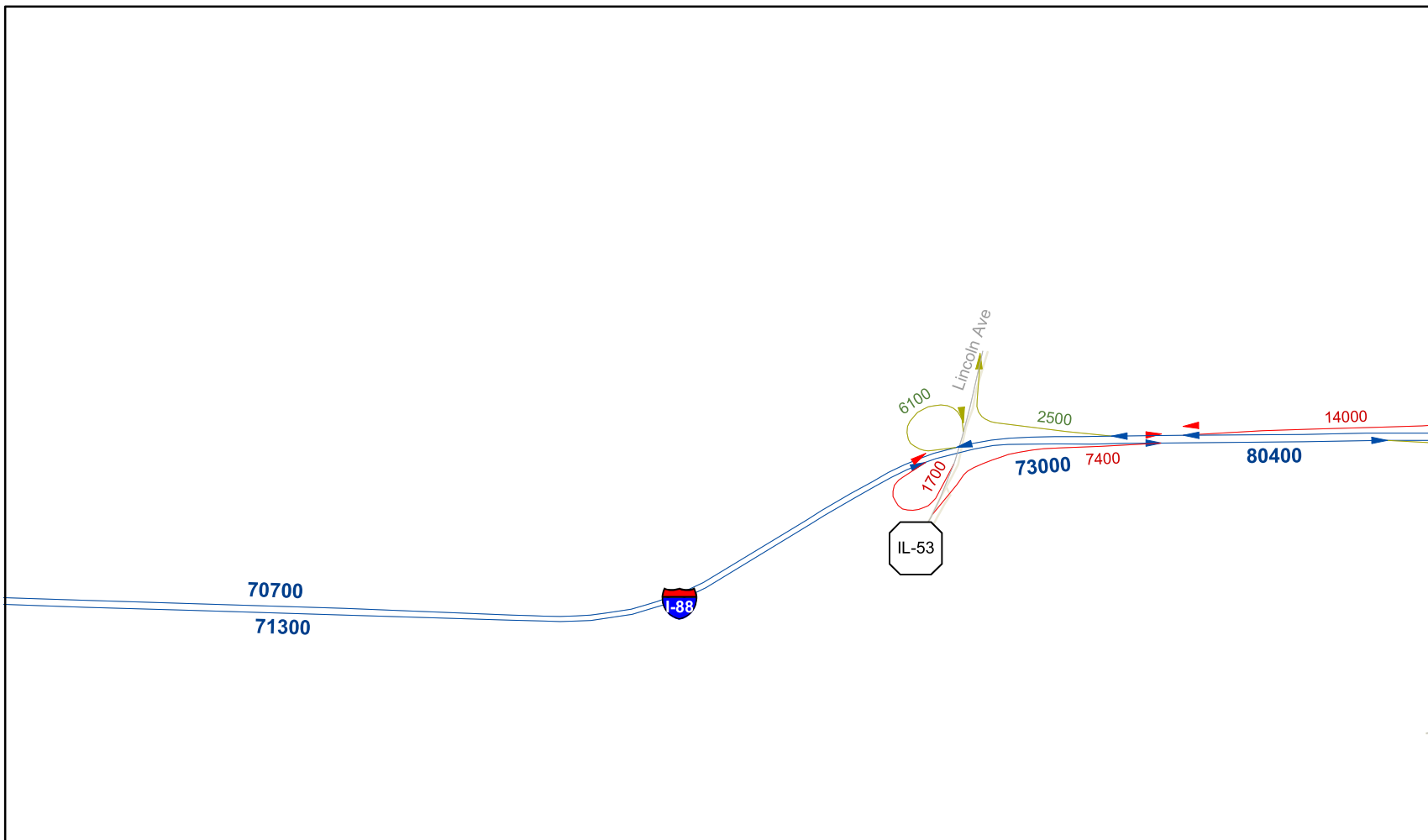
I-88 EAST-WEST TOLLWAY @ NAPERVILLE RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

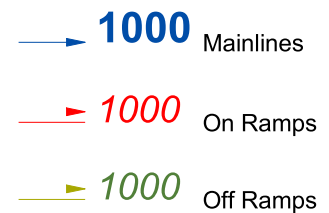
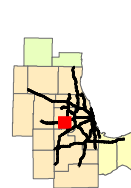
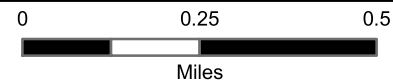


2001 AADT COUNTS

I-88 EAST-WEST TOLLWAY @ IL
RTE 53



The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

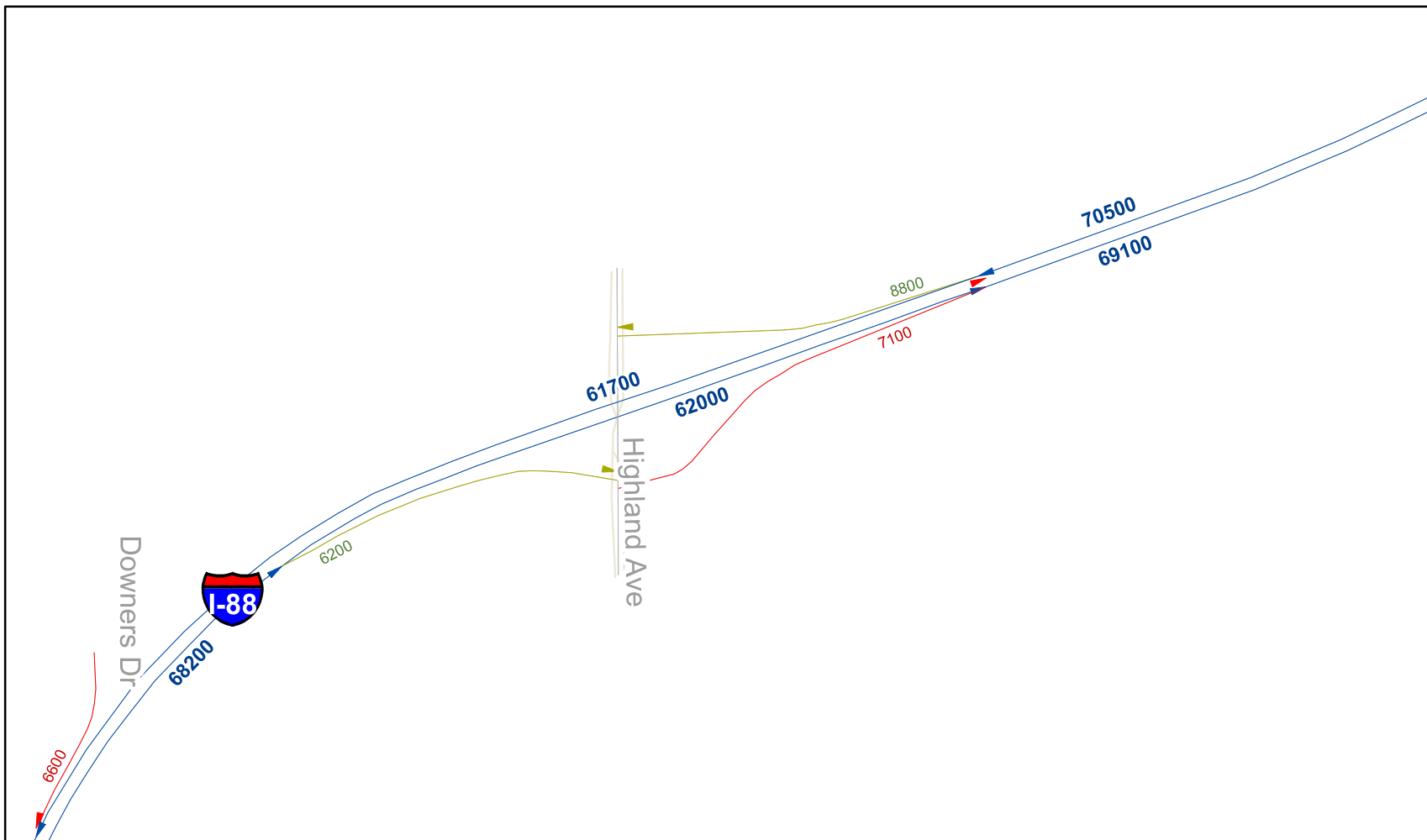
I-88 EAST-WEST TOLLWAY @ DOWNERS DR



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

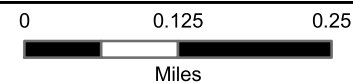
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

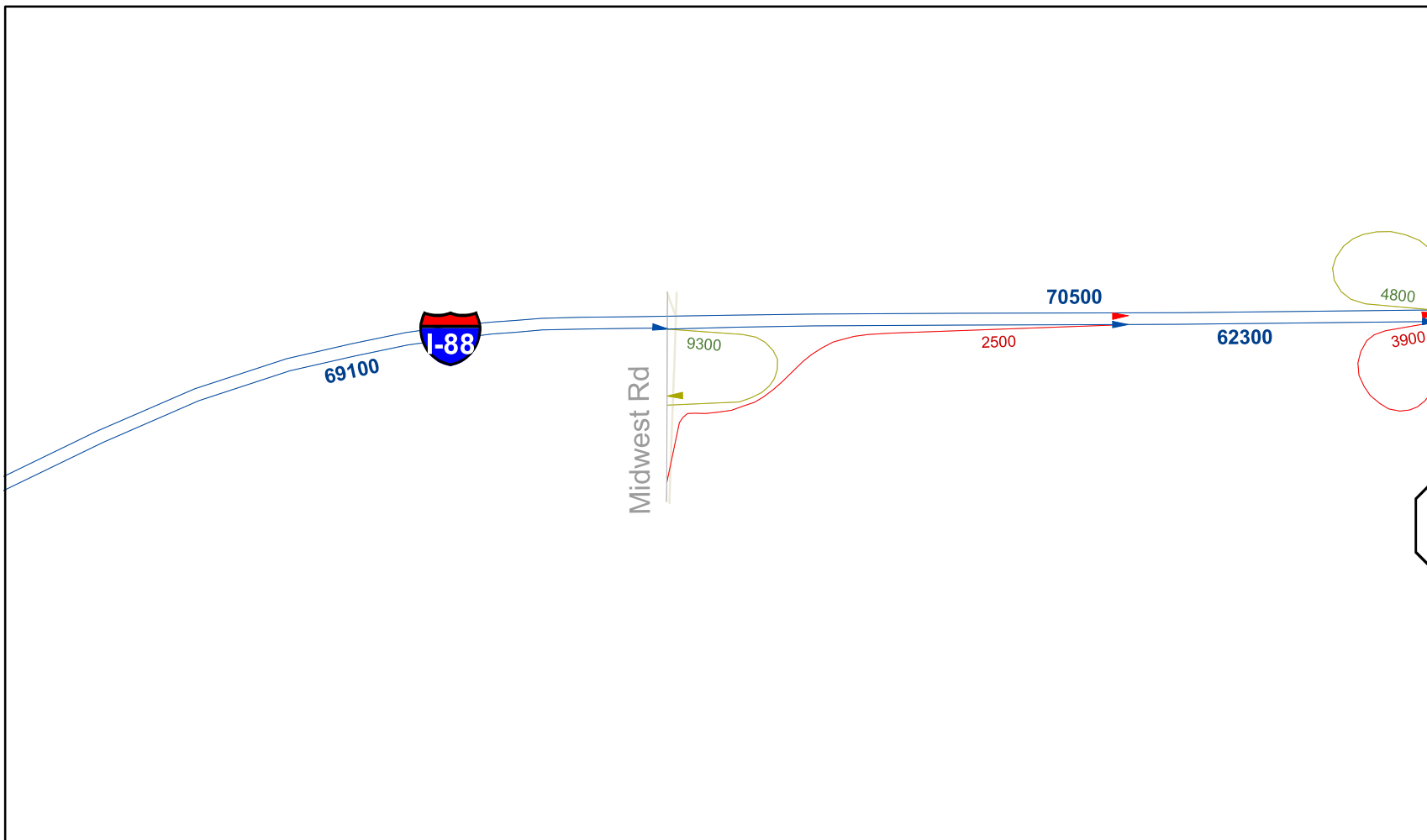
I-88 EAST-WEST TOLLWAY @ HIGHLAND AVE



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

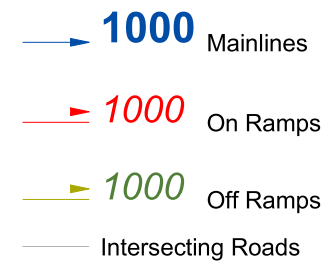
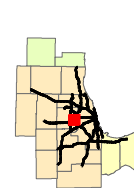
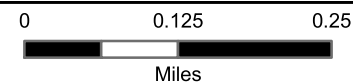
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express



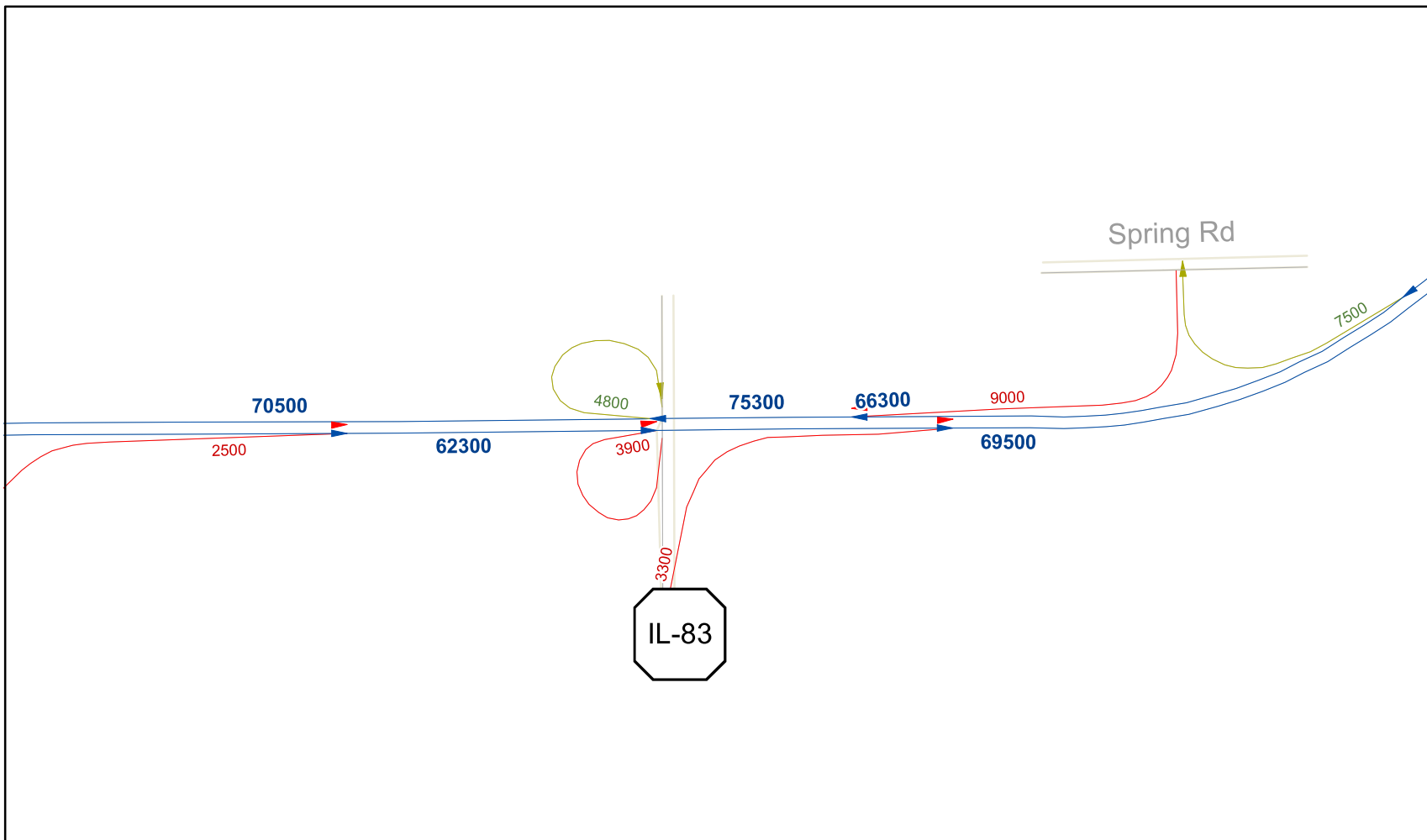
2001 AADT COUNTS

I-88 EAST-WEST TOLLWAY @ MIDWEST RD



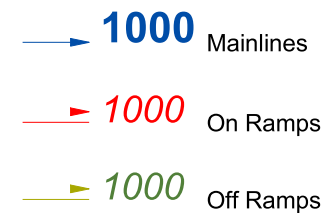
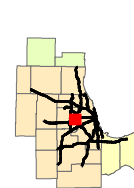
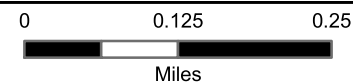
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



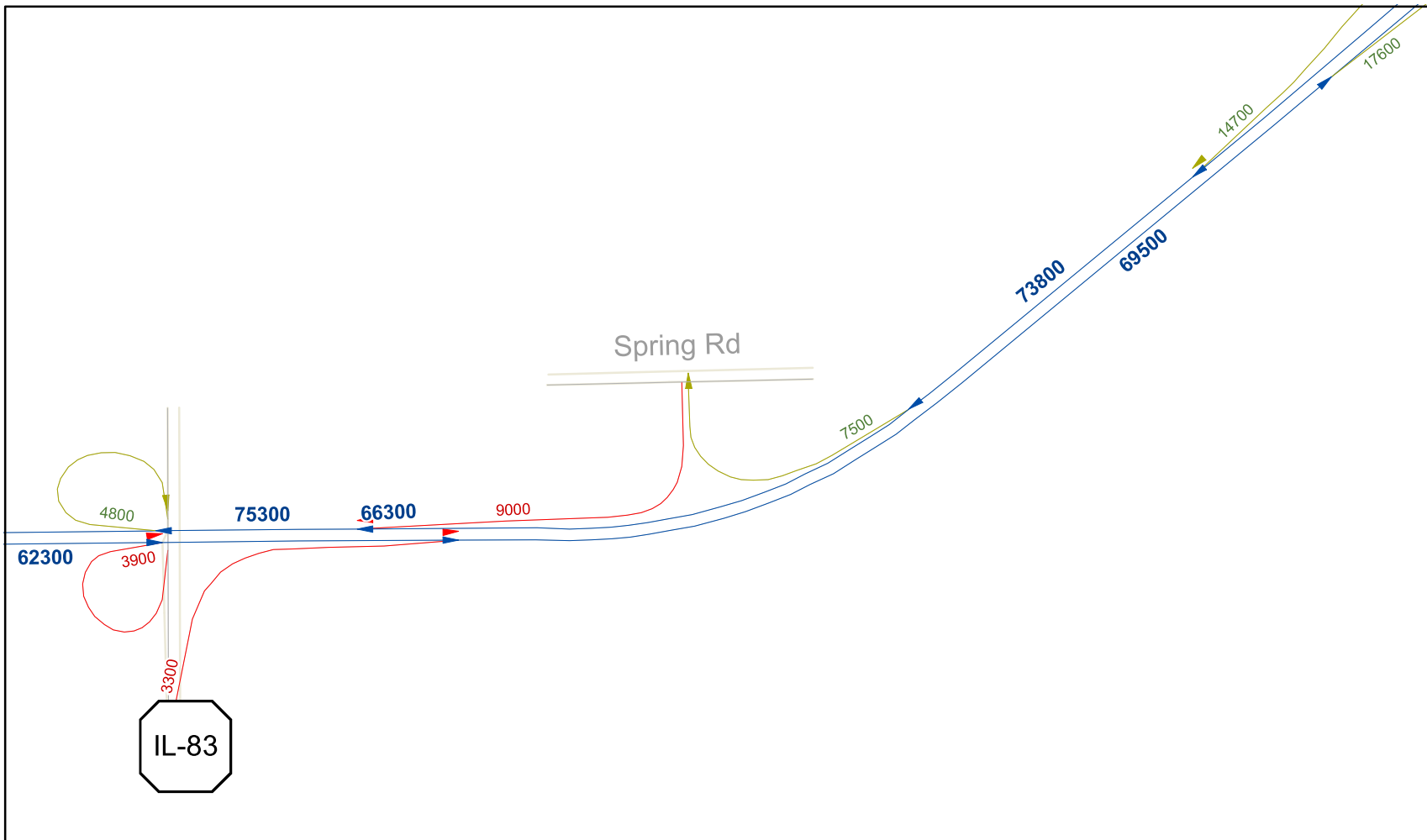
2001 AADT COUNTS

I-88 EAST-WEST TOLLWAY @IL
RTE 83



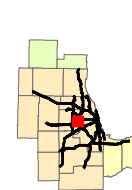
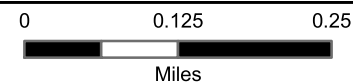
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

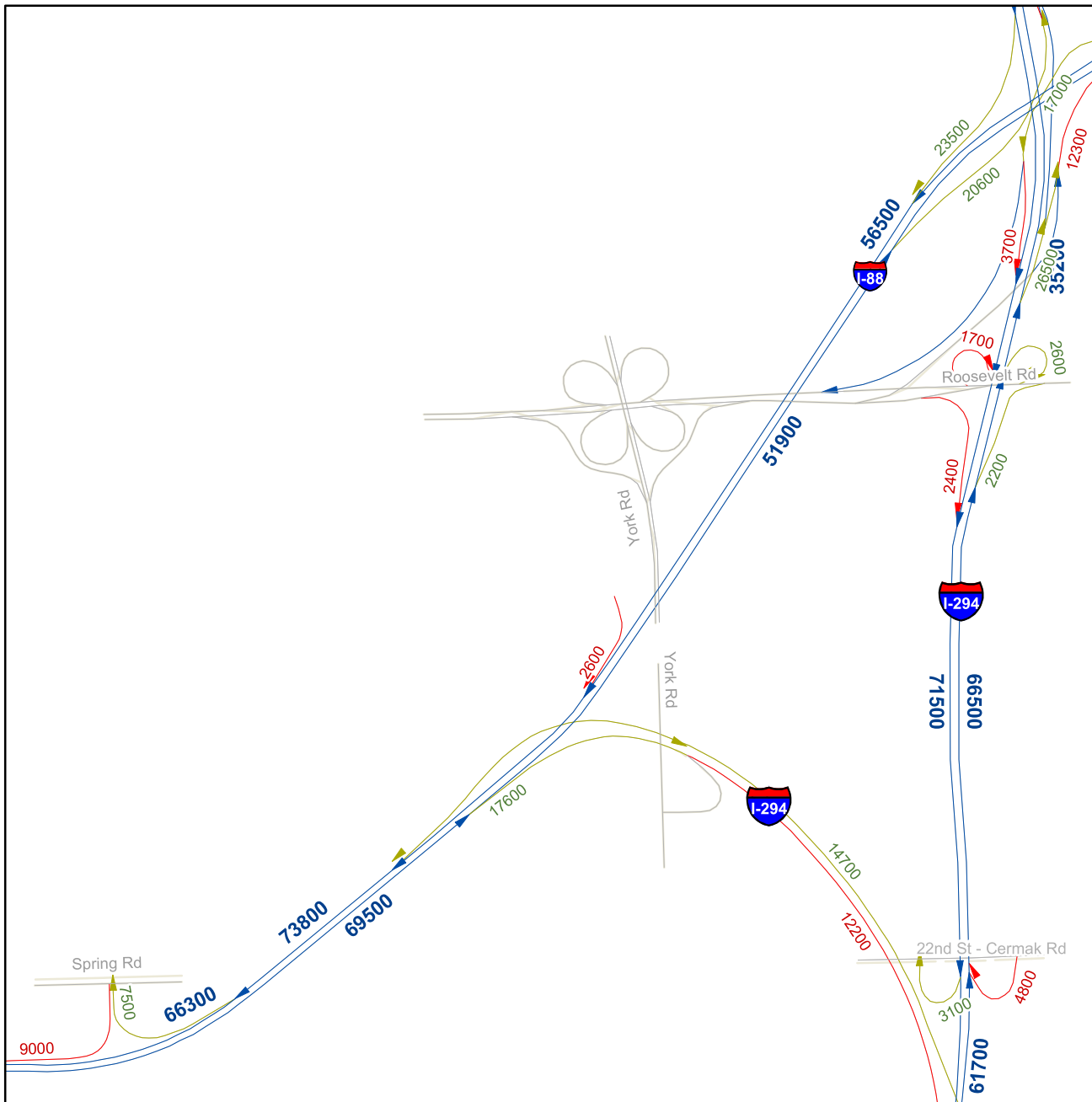
I-88 EAST-WEST TOLLWAY @ SPRING RD



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

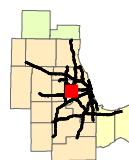
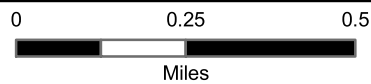


2001 AADT COUNTS

**I-88 EAST-WEST TOLLWAY
@ YORK RD**



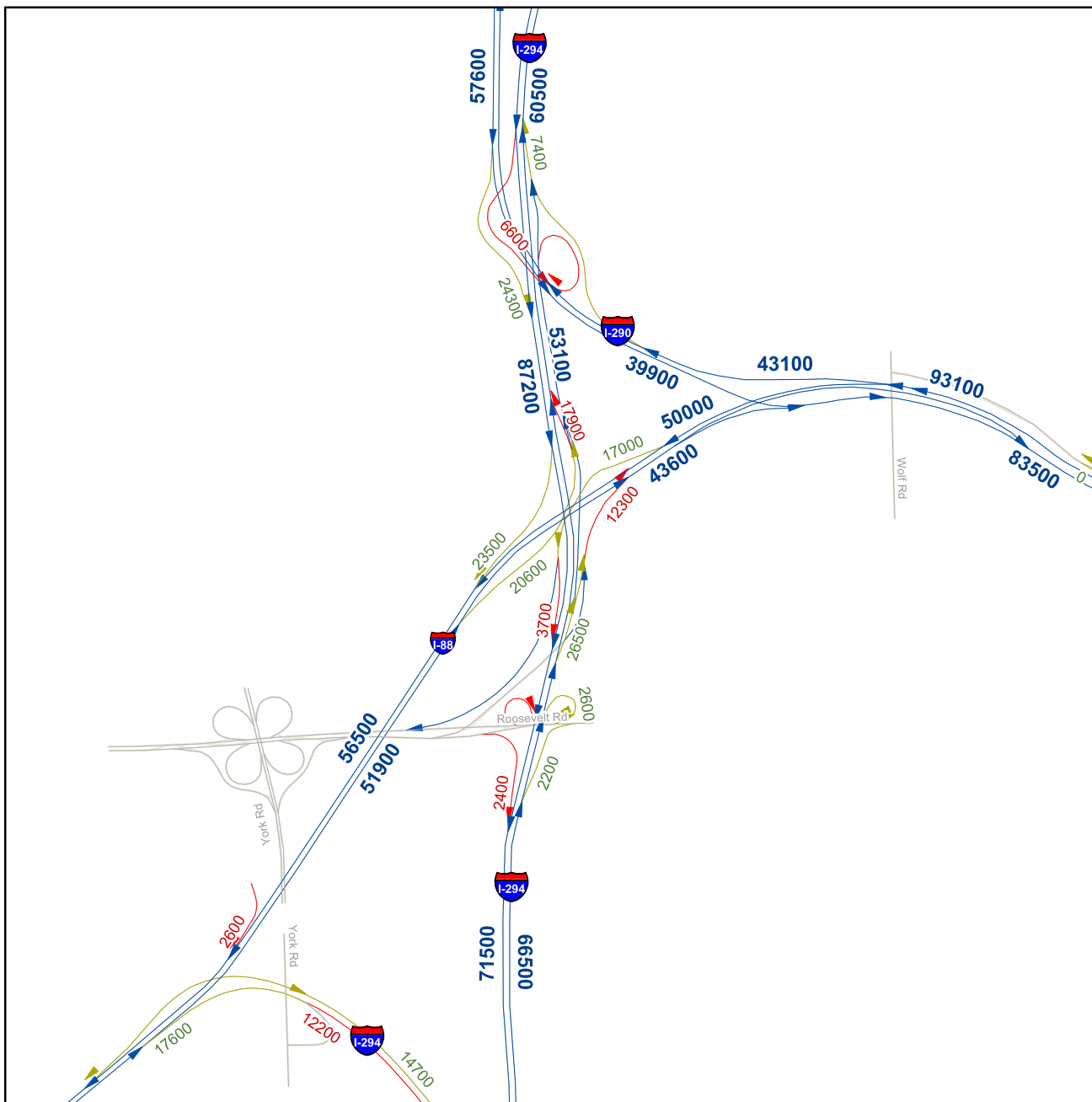
The Chicago Area Transportation Study



- ➡ **1000** Mainlines
- ➡ **1000** On Ramps
- ➡ **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

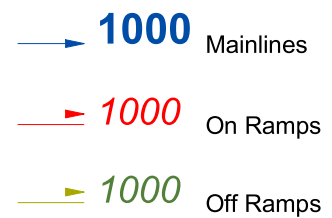
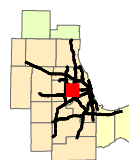


2001 AADT COUNTS

**I-88 EAST-WEST TOLLWAY
@ I-294 TRI-STATE
TOLLWAY**

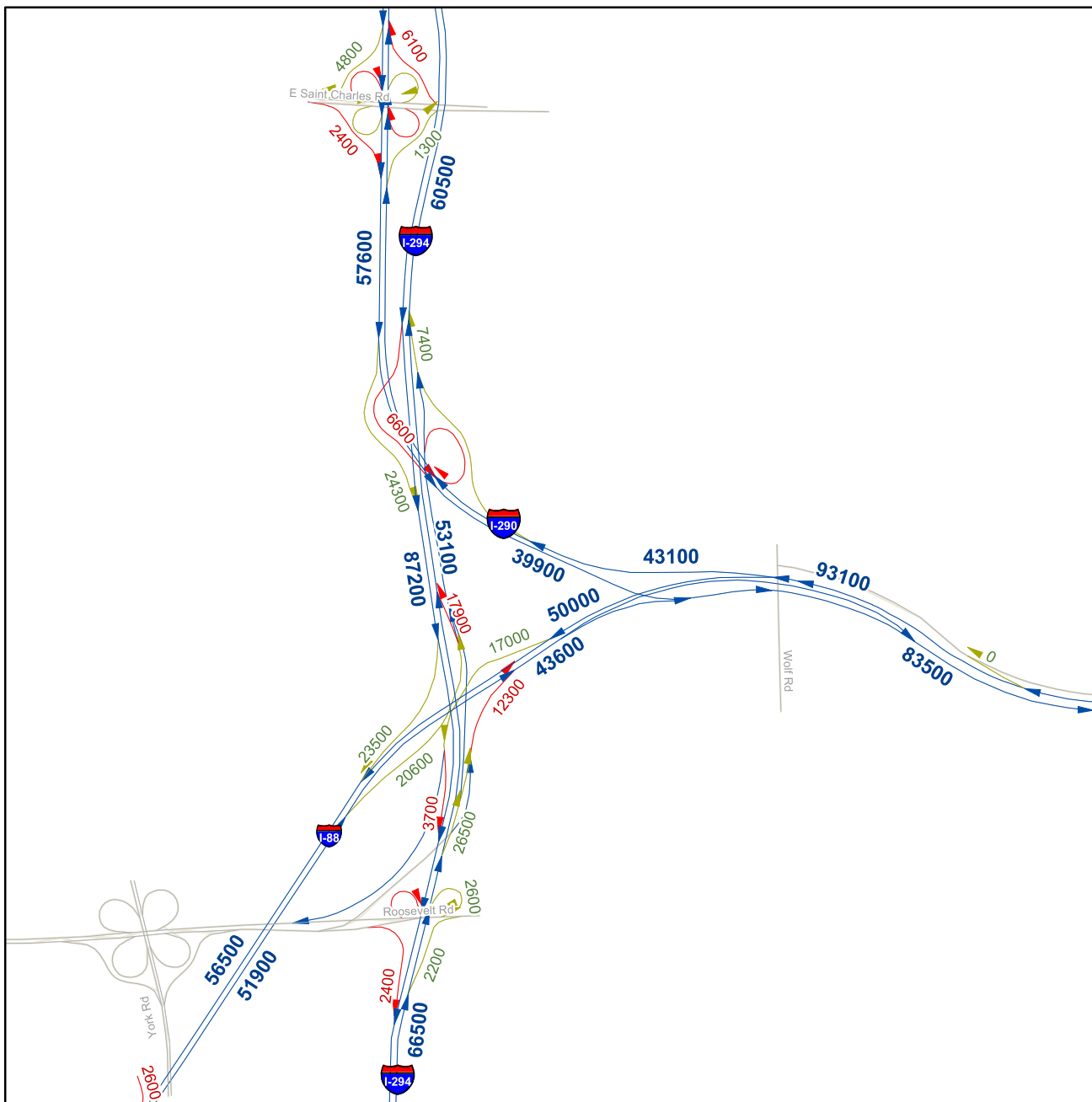


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

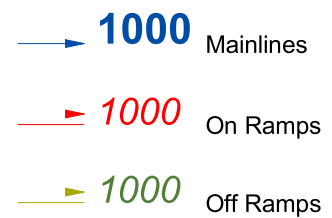
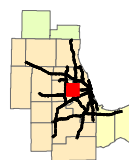


2001 AADT COUNTS

**I-88 EAST-WEST TOLLWAY
@ I-290 EISENHOWER
EXPY AND IL RTE
38 - ROOSEVELT RD**

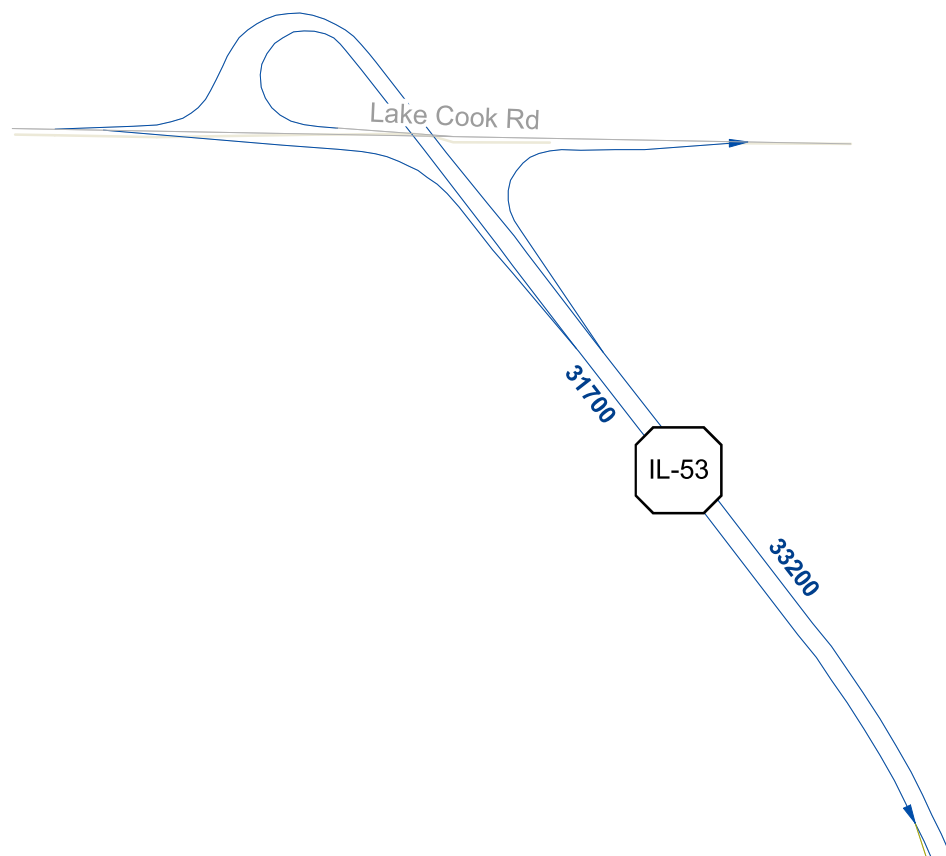


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

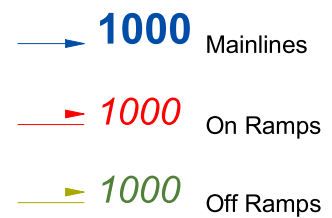
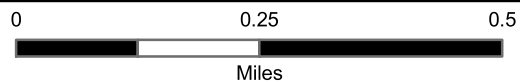


2001 AADT COUNTS

**IL ROUTE 53 @ LAKE -
COOK RD**

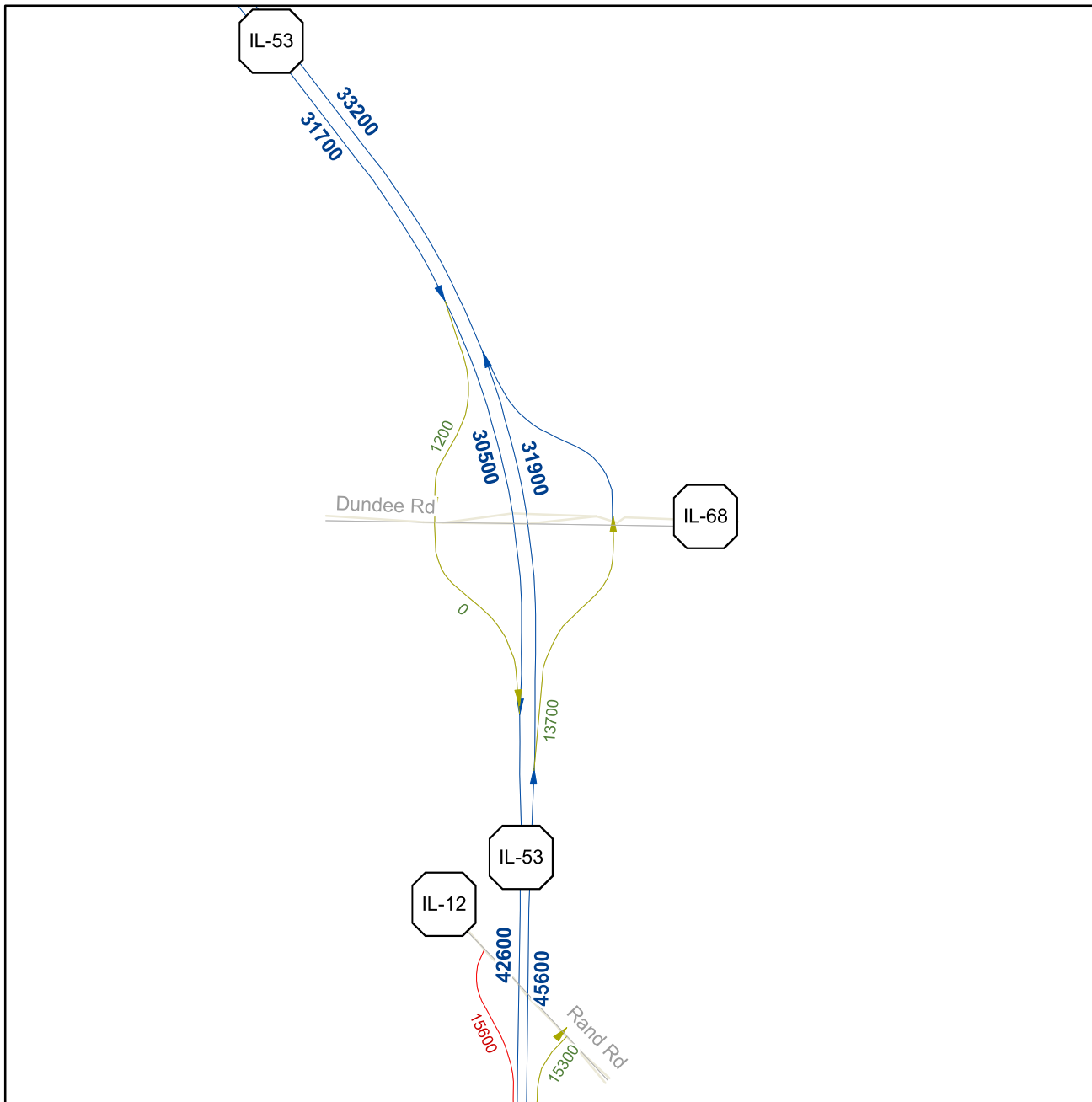


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

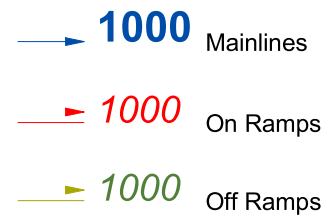
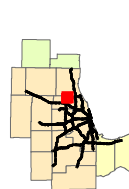
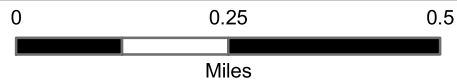


2001 AADT COUNTS

**IL ROUTE 53 @ IL
RTE 68 - DUNDEE
RD**

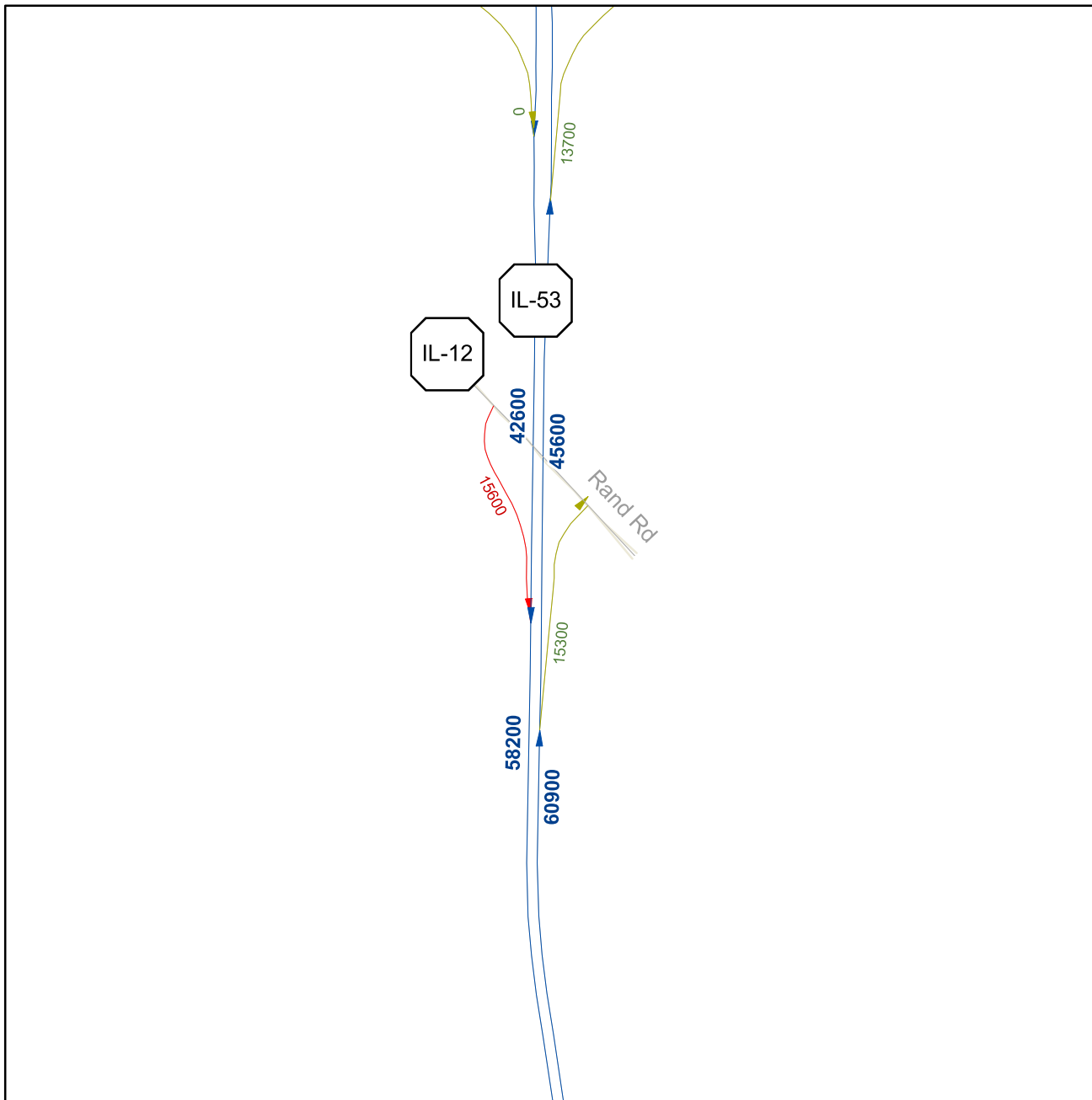


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

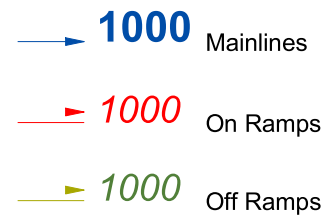
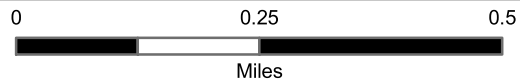


2001 AADT COUNTS

IL ROUTE 53 @ US
RTE 12 - RAND RD

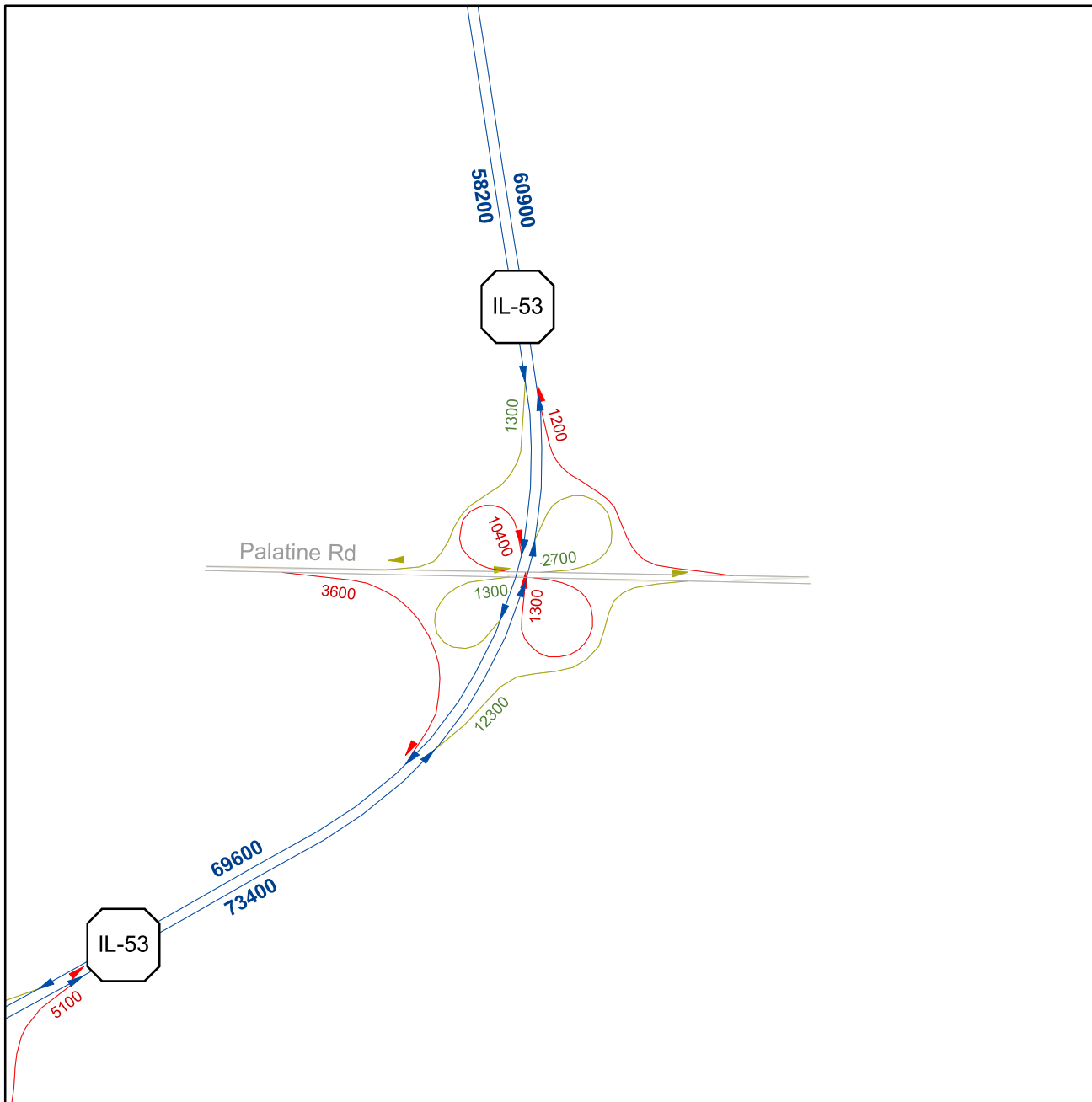


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

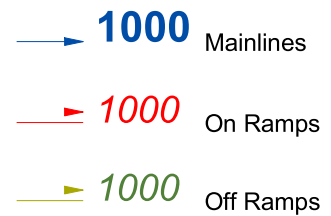
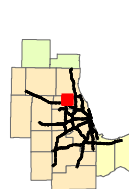
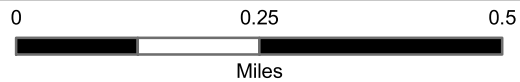


2001 AADT COUNTS

IL ROUTE 53 @ PALATINE RD

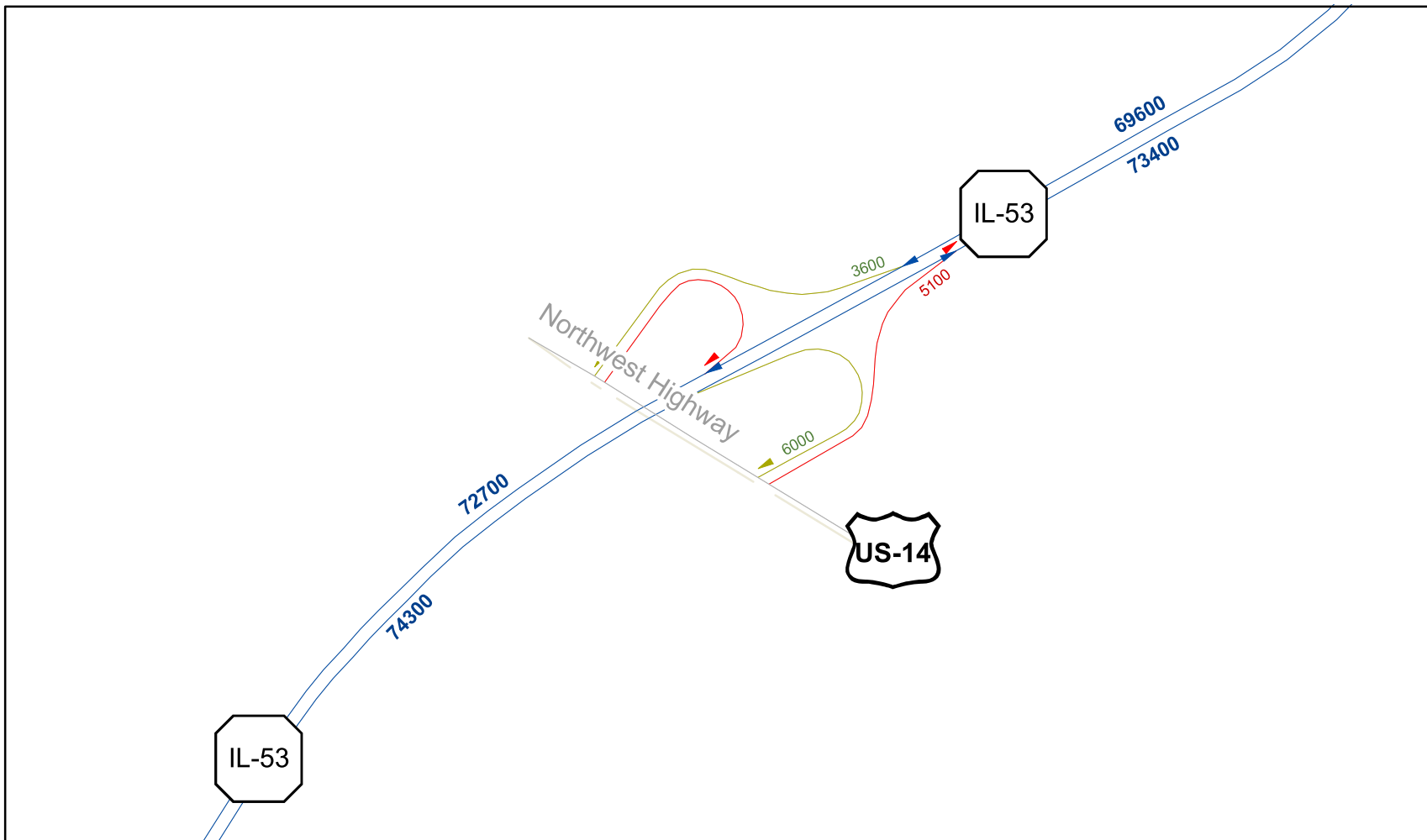


The Chicago Area Transportation Study



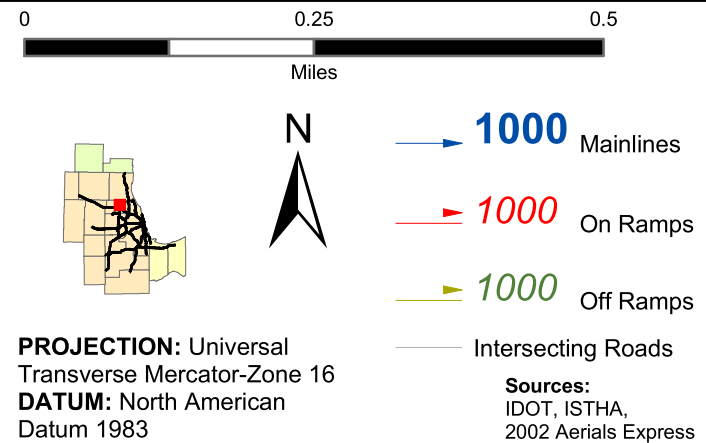
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

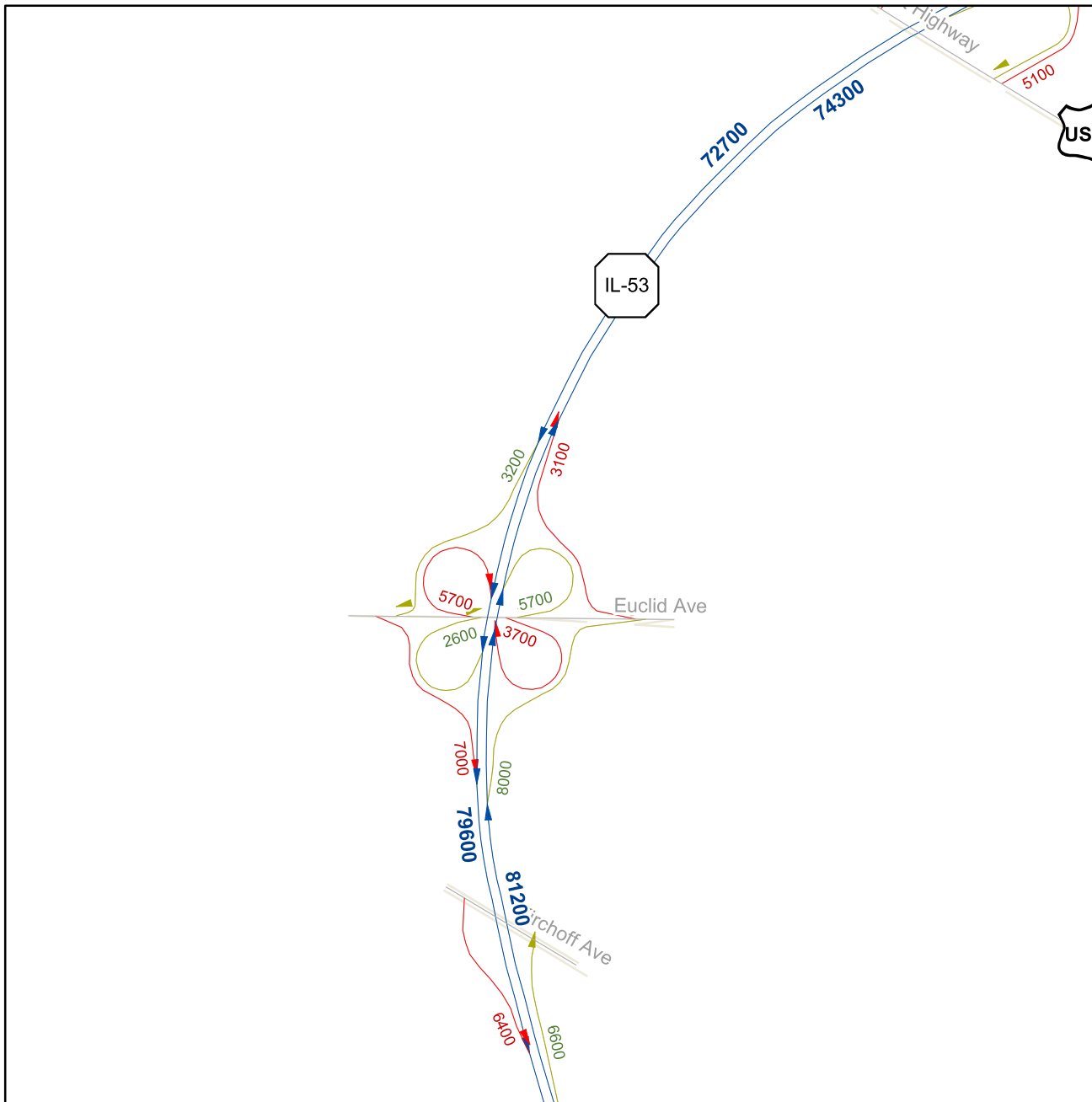
Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

IL ROUTE 53 @ US RTE 14 - NORTHWEST
HWY



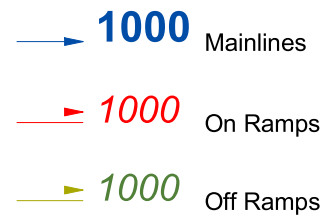
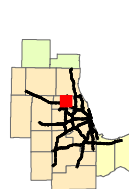
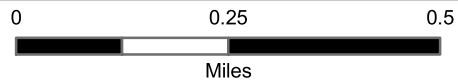


2001 AADT COUNTS

IL ROUTE 53 @ EUCLID
AVE

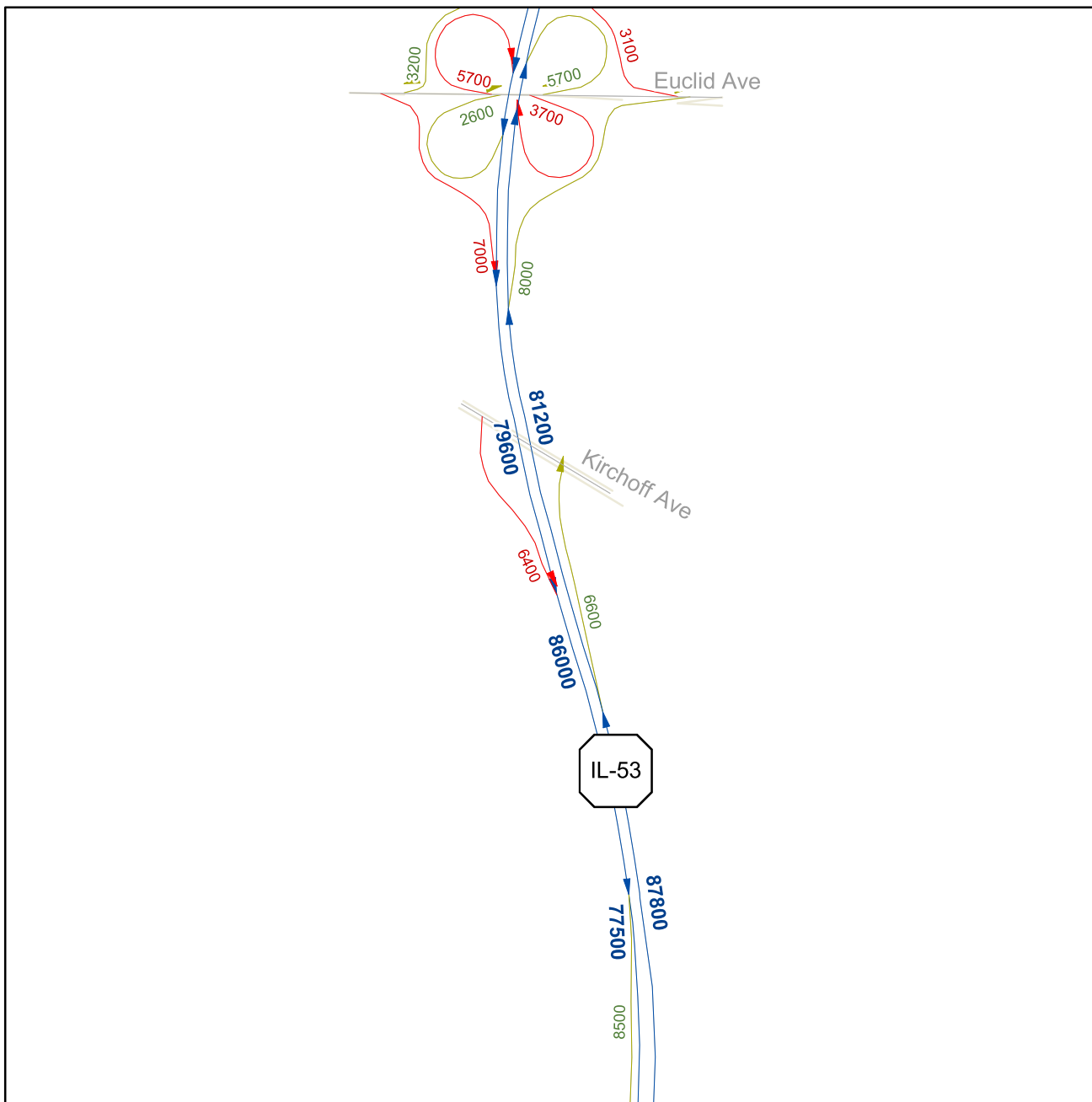


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

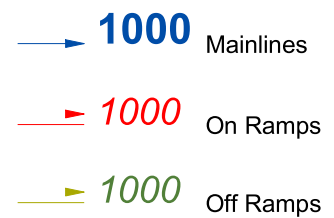
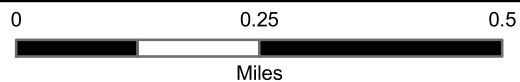


2001 AADT COUNTS

IL ROUTE 53 @ KIRCHOFF AVE



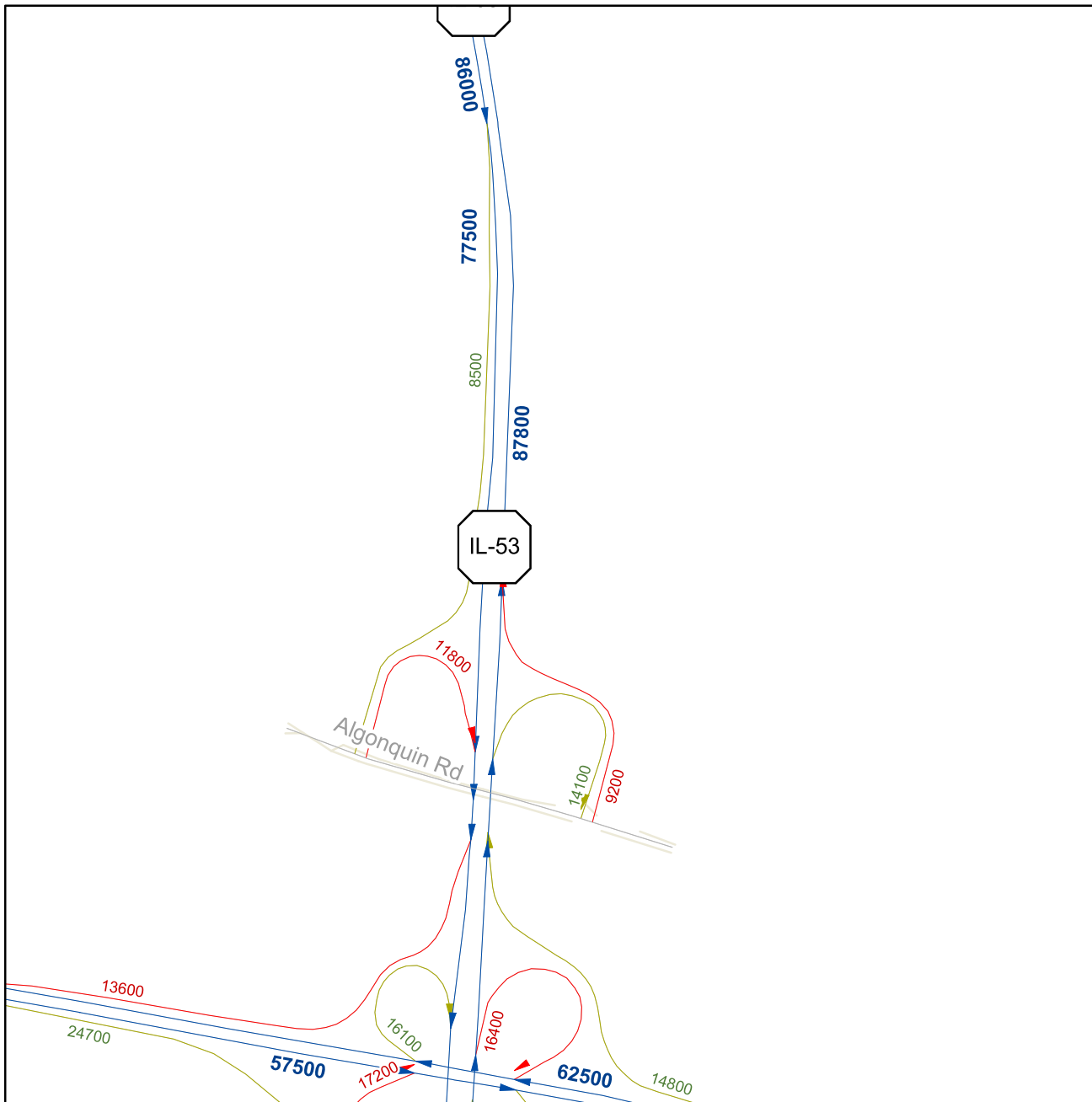
The Chicago Area Transportation Study



— Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

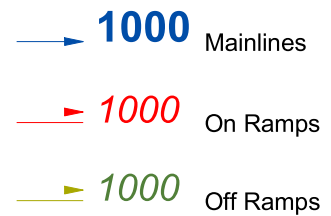
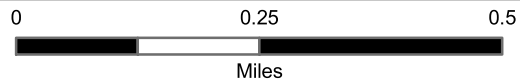


2001 AADT COUNTS

IL ROUTE 53 @ IL
RTE 62 - ALGONQUIN
RD

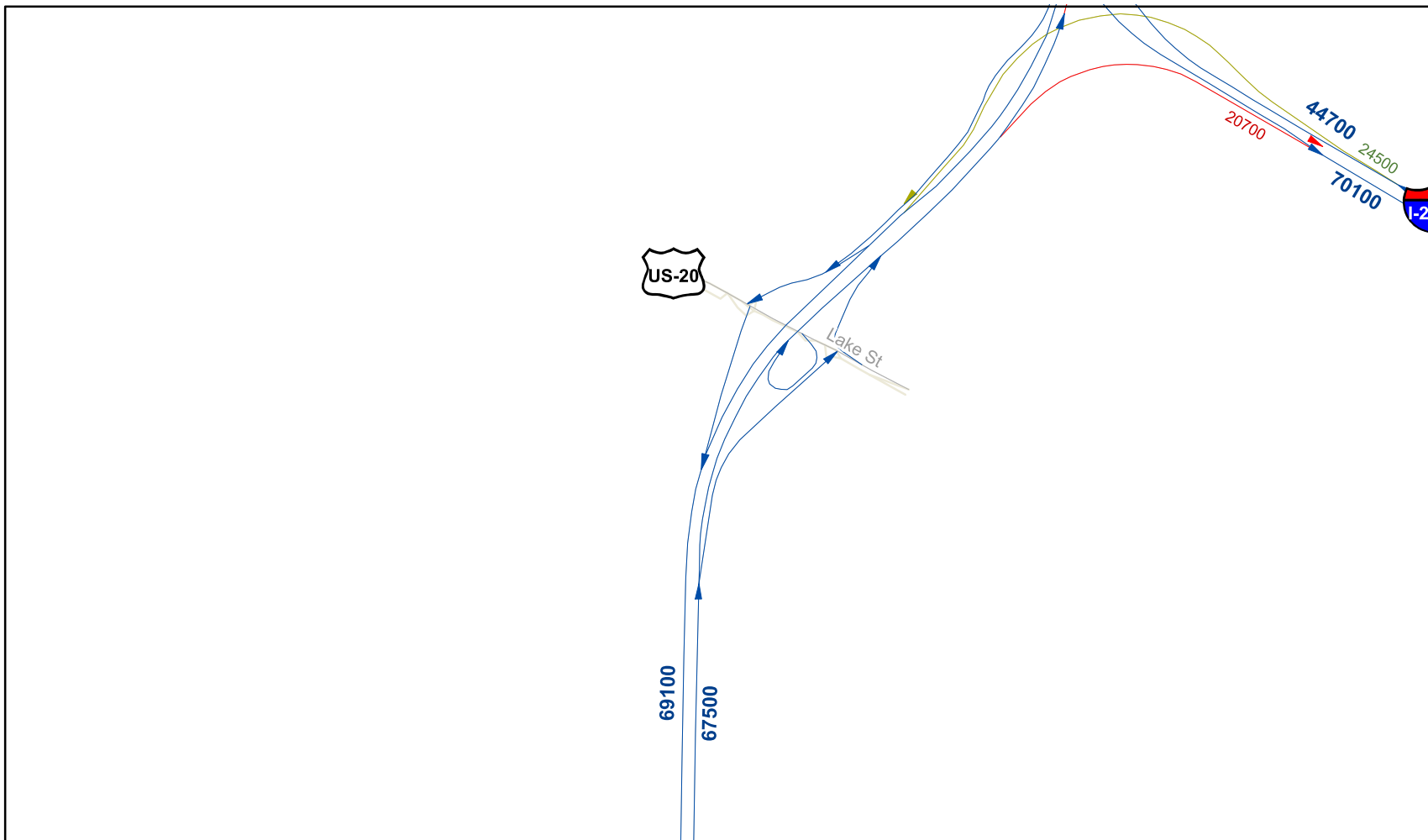


The Chicago Area Transportation Study



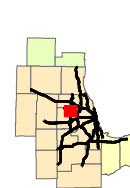
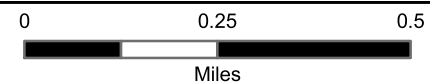
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983



Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

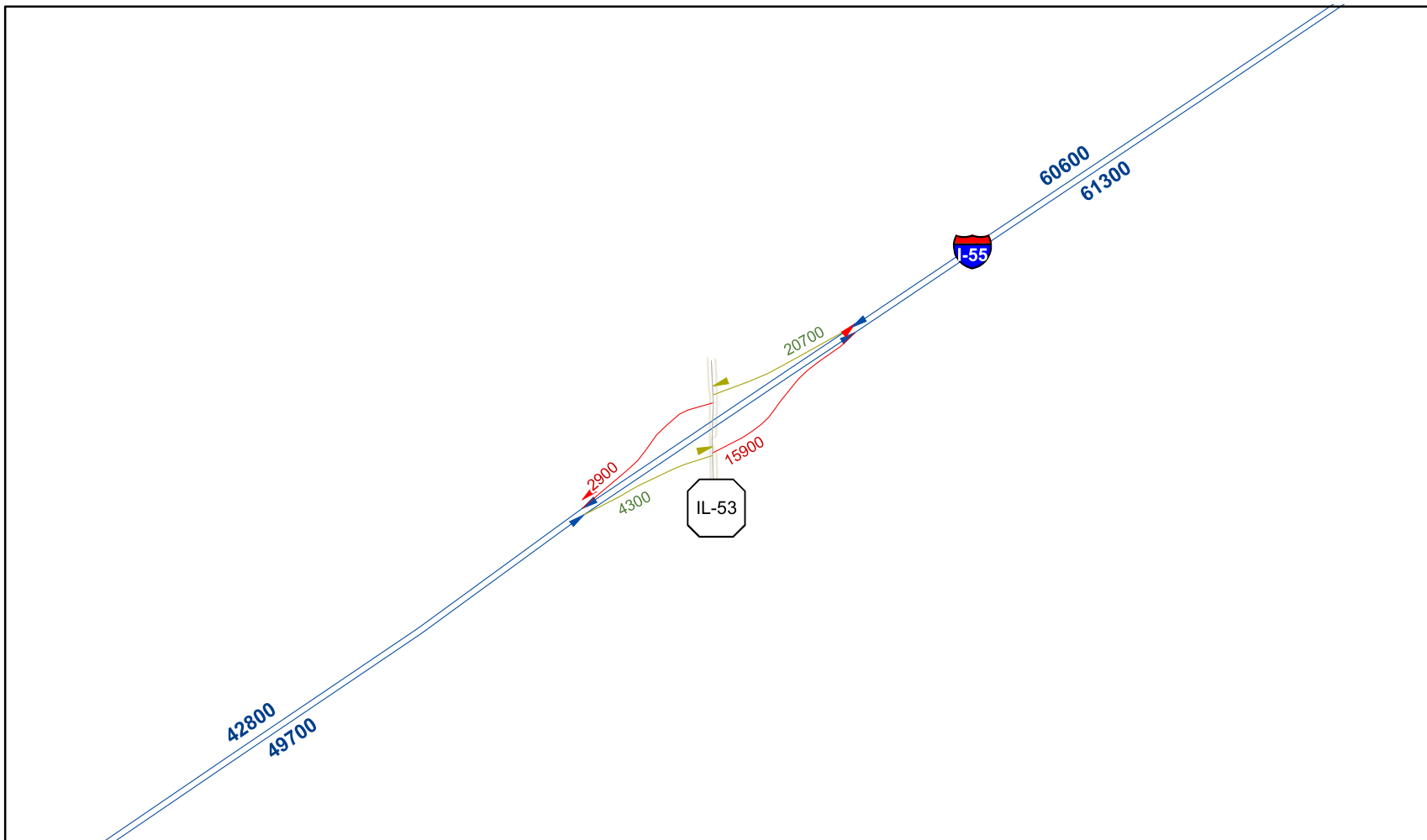
IL ROUTE 53 @ US RTE 20 - LAKE ST



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

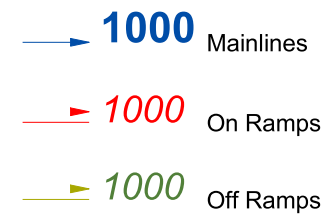
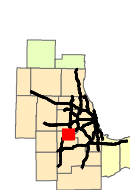
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express



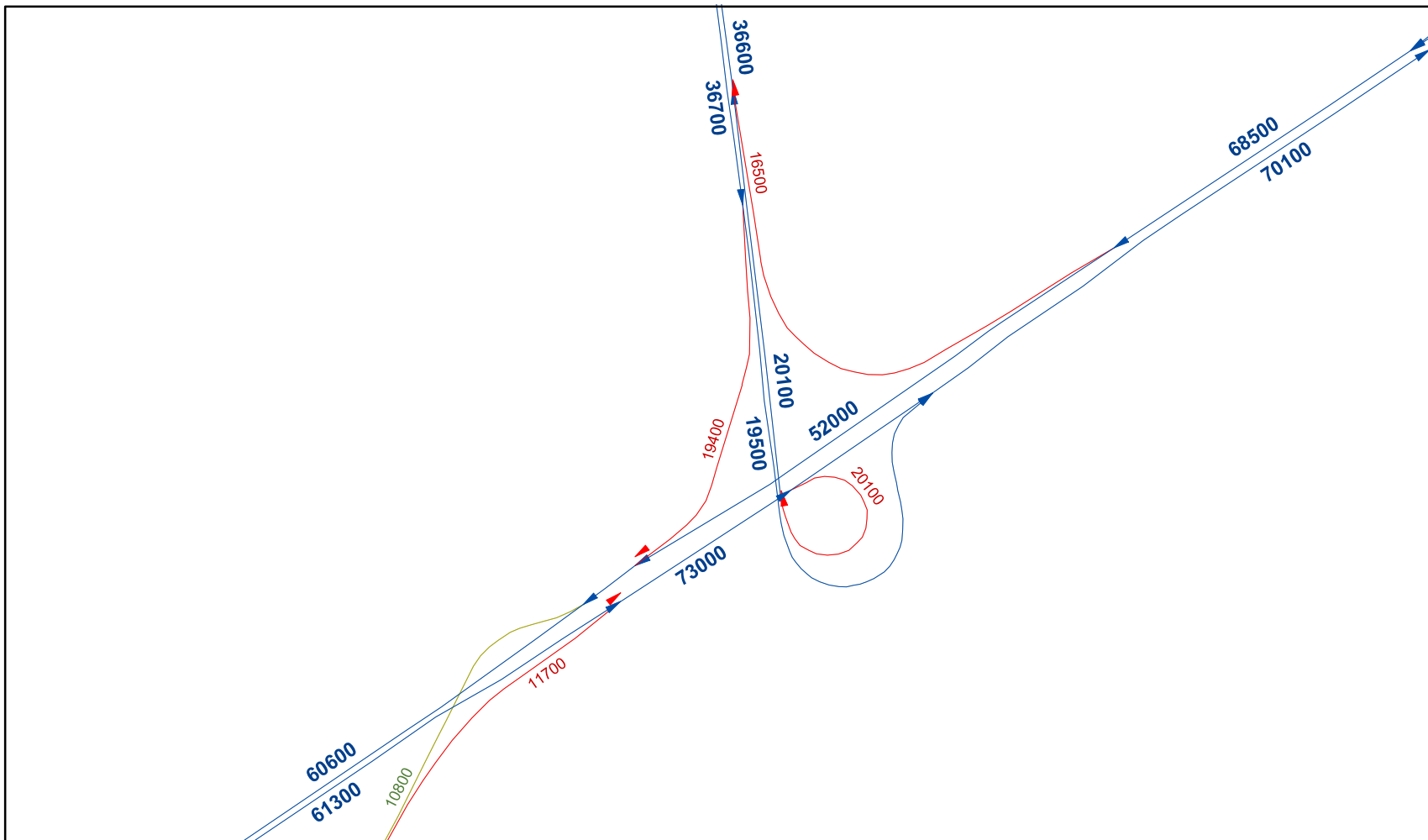
2001 AADT COUNTS

**I-55 STEVENSON EXPRESSWAY @
IL RTE 53**



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

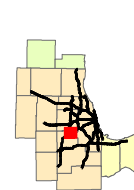
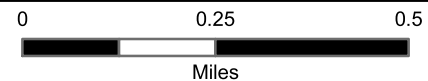


2001 AADT COUNTS

I-55 STEVENSON EXPRESSWAY @
I-355 - NORTH-SOUTH TOLLWAY
AND JOLIET RD



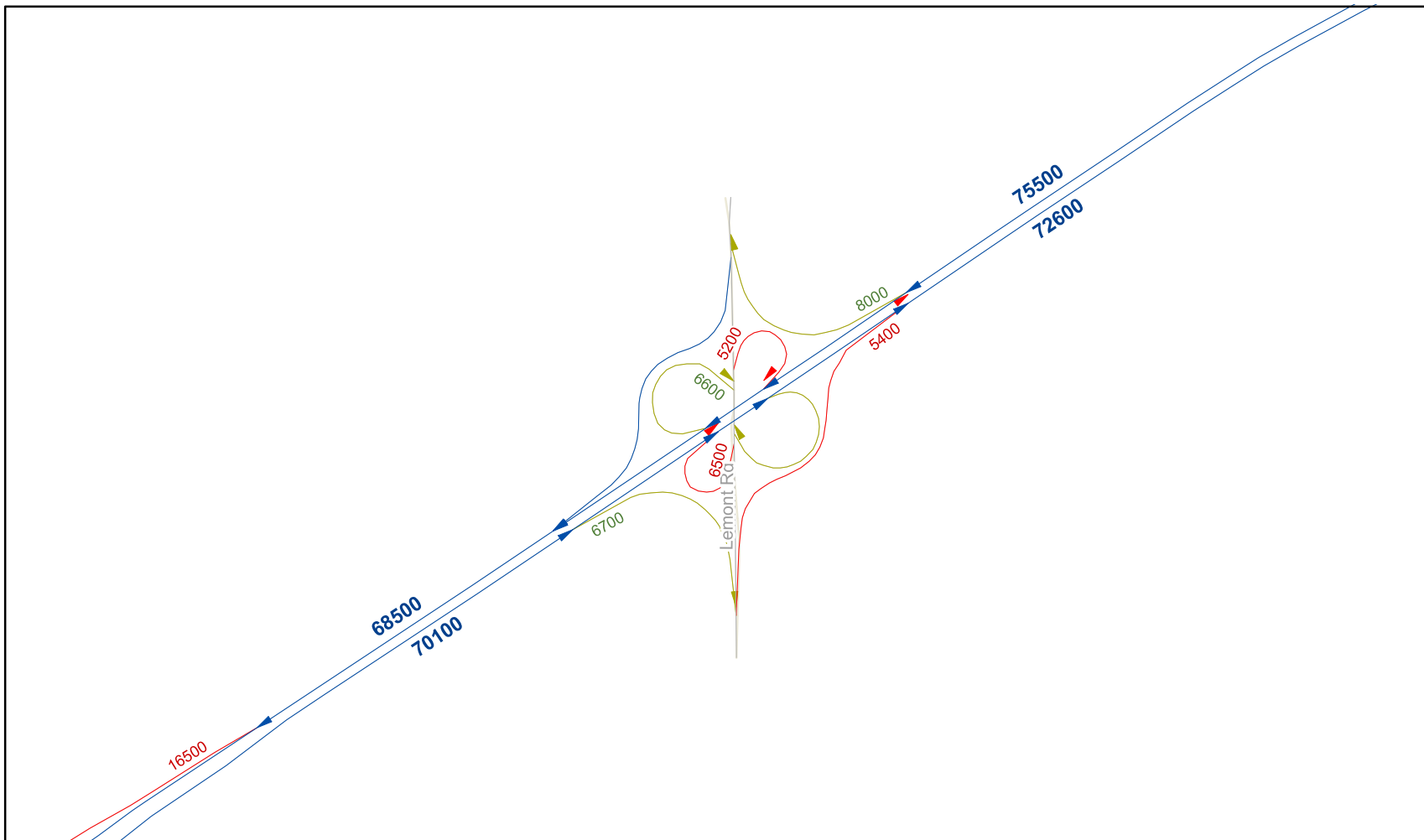
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

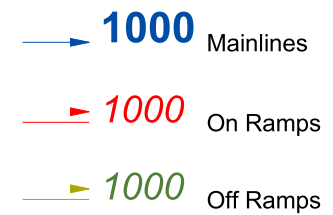
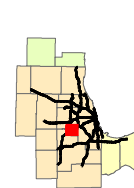
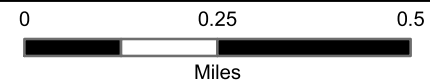
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

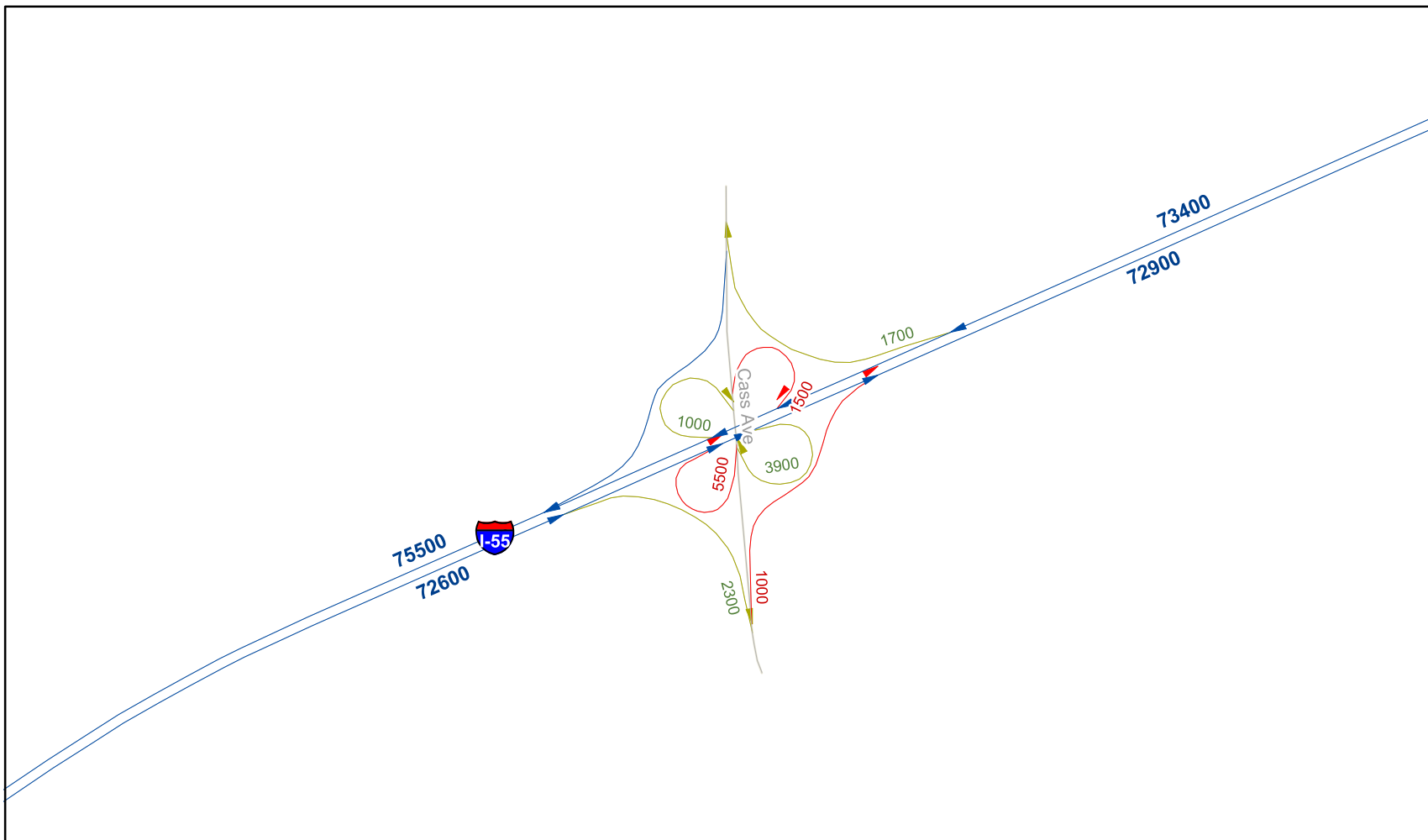
I-55 STEVENSON EXPRESSWAY @
LEMONT RD



— Intersecting Roads

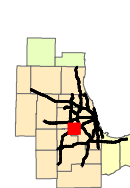
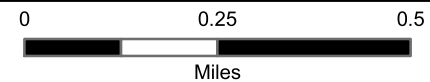
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983




Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

I-55 STEVENSON EXPRESSWAY @
CASS AVE

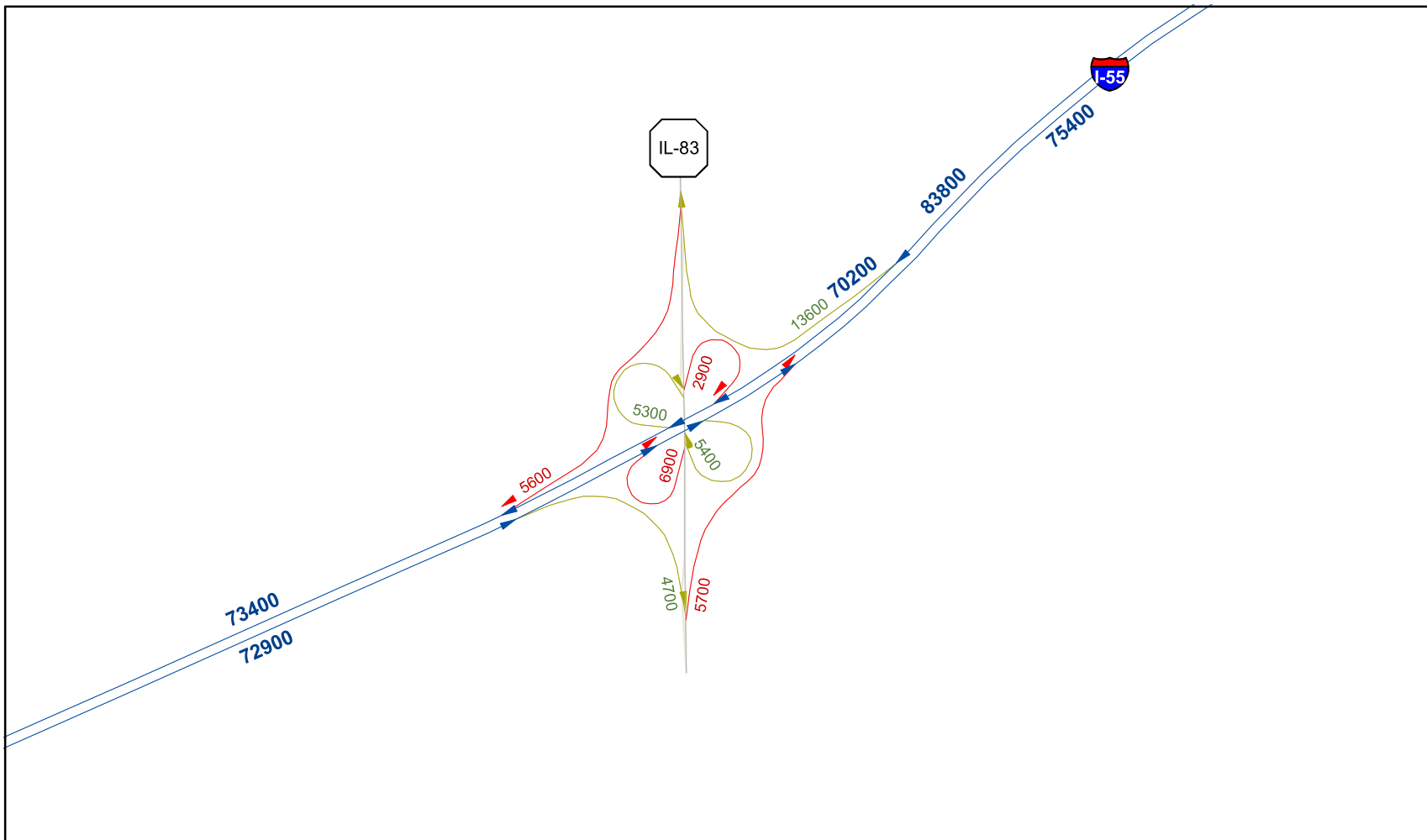


-  Mainlines
-  On Ramps
-  Off Ramps

— Intersecting Roads

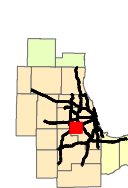
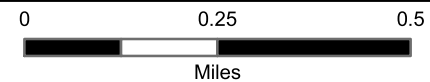
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

I-55 STEVENSON EXPRESSWAY @
IL RTE 83



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

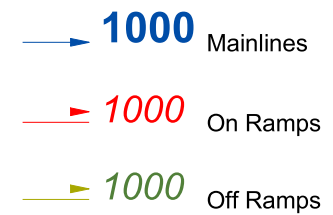
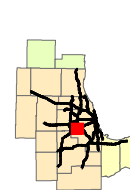
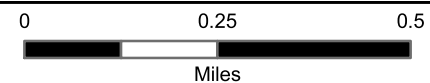
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



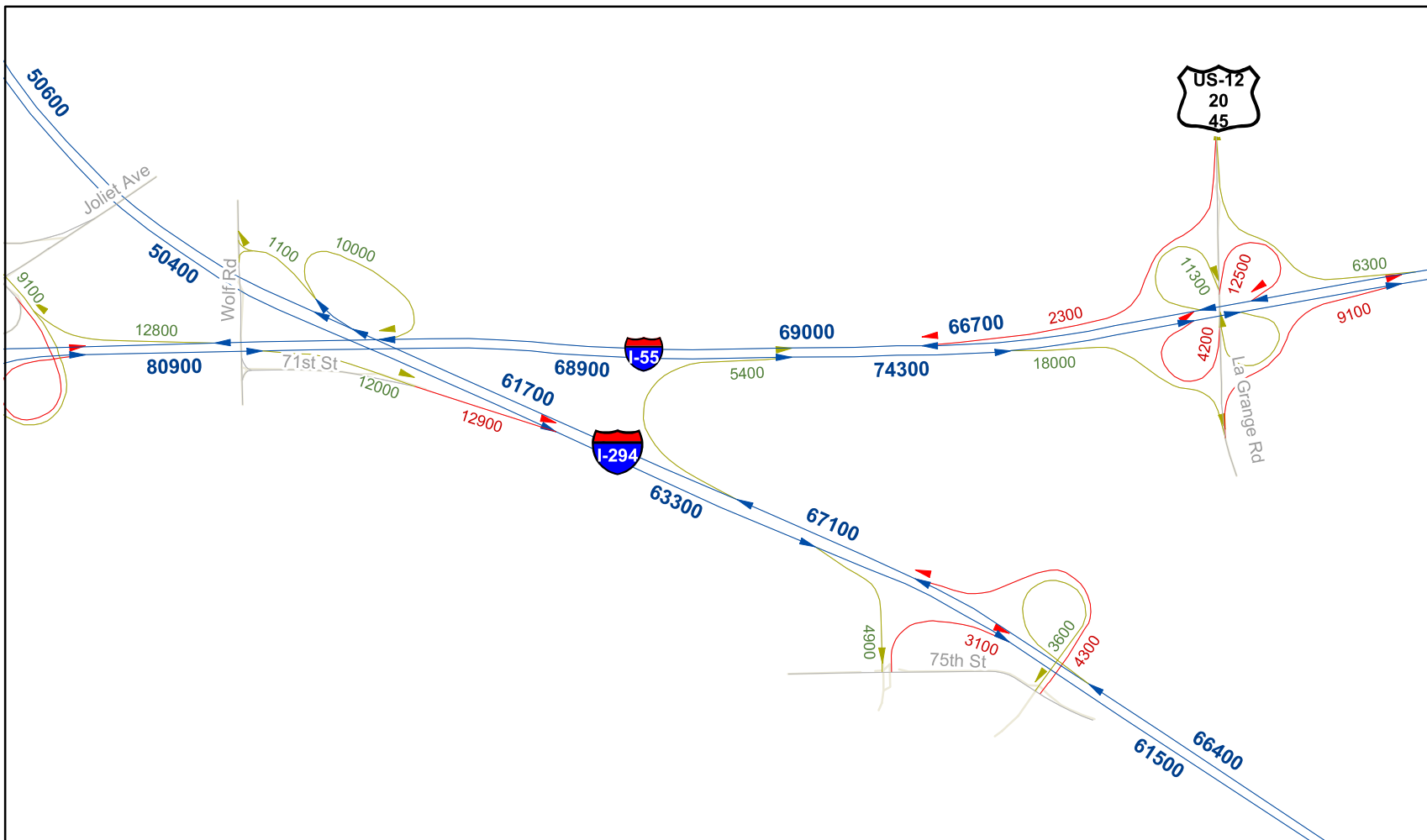
2001 AADT COUNTS

**I-55 STEVENSON EXPRESSWAY @
COUNTY LINE RD**



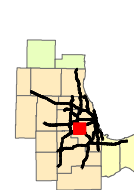
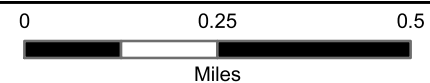
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

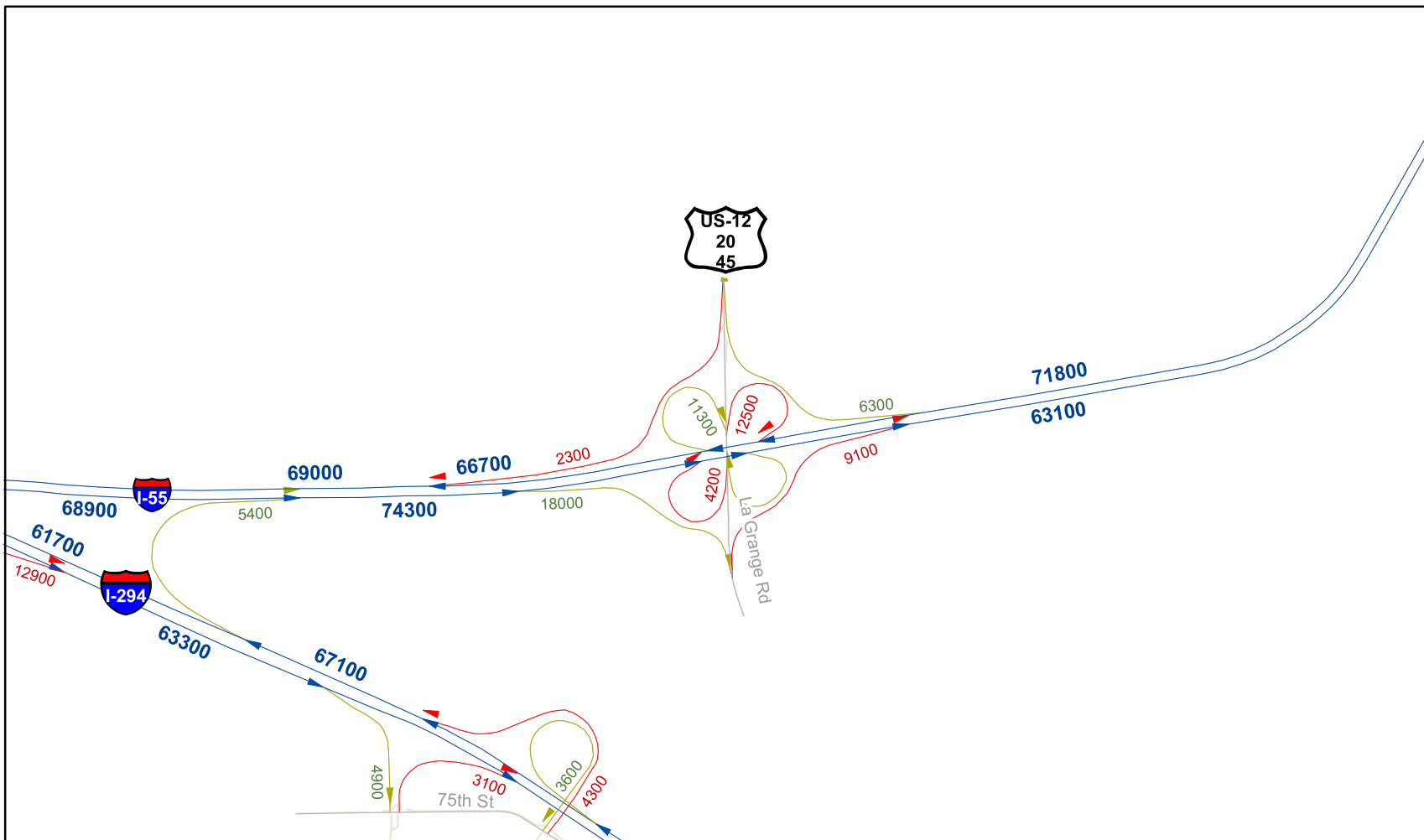
**I-55 STEVENSON EXPRESSWAY @
I-294 - TRI-STATE TOLLWAY**



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

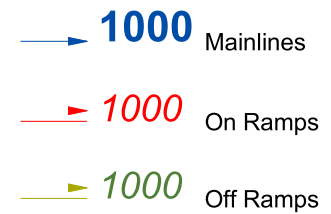
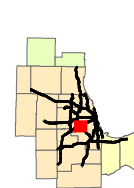


2001 AADT COUNTS

**I-55 STEVENSON EXPRESSWAY @
US 12-20-45 - LA GRANGE RD**

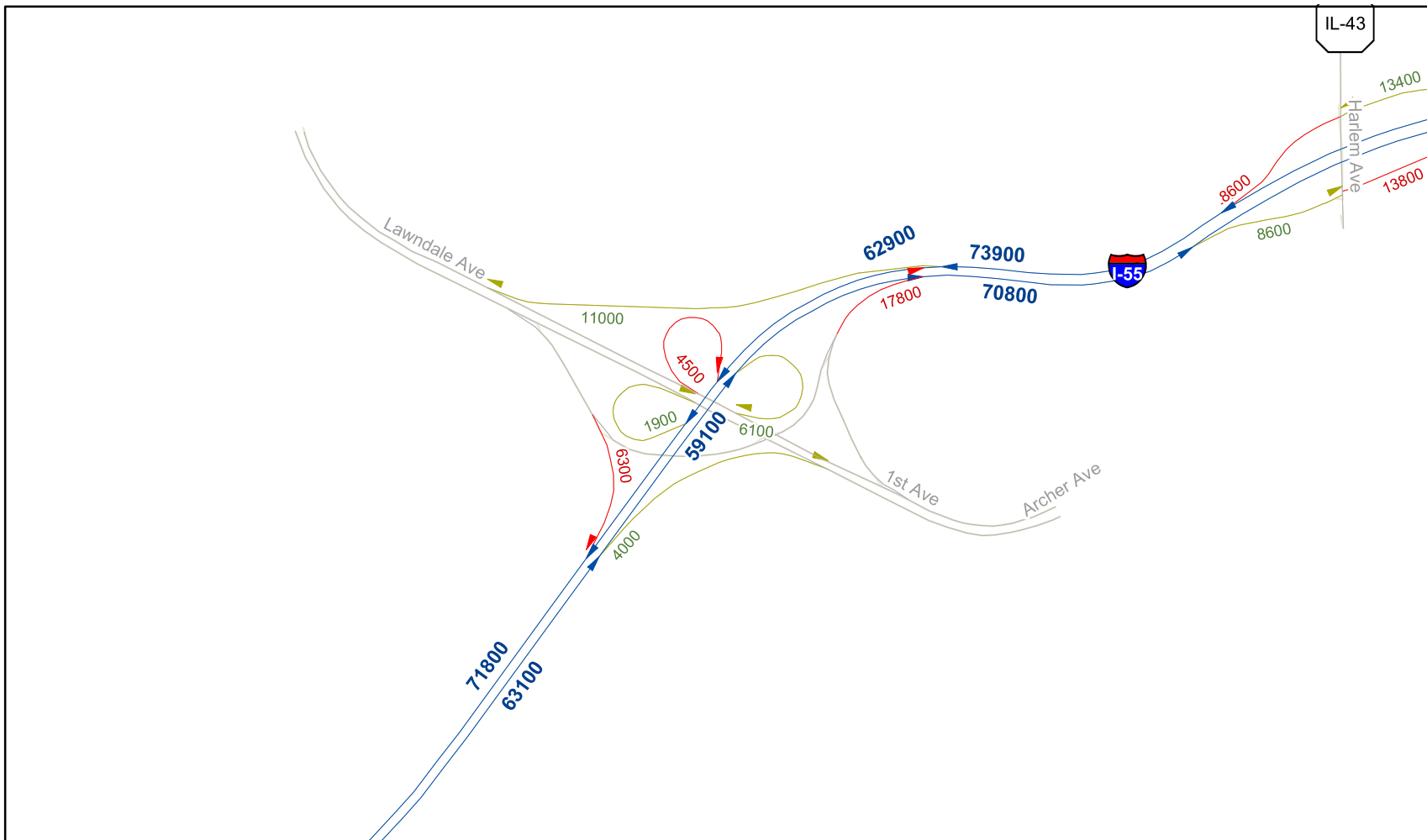


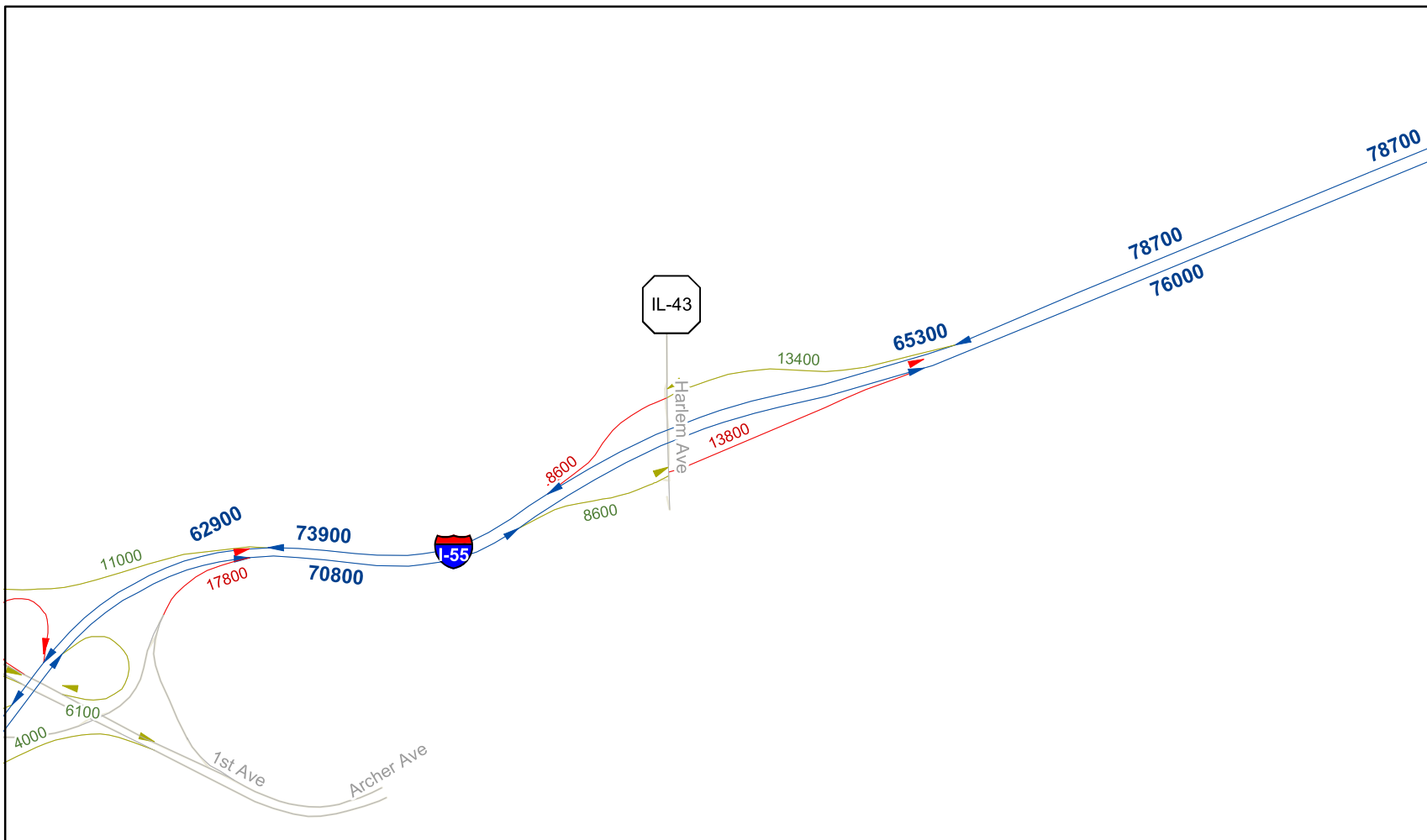
The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

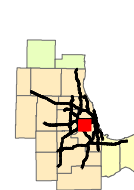
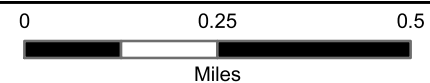
Sources:
IDOT, ISTHA,
2002 Aerials Express









2001 AADT COUNTS

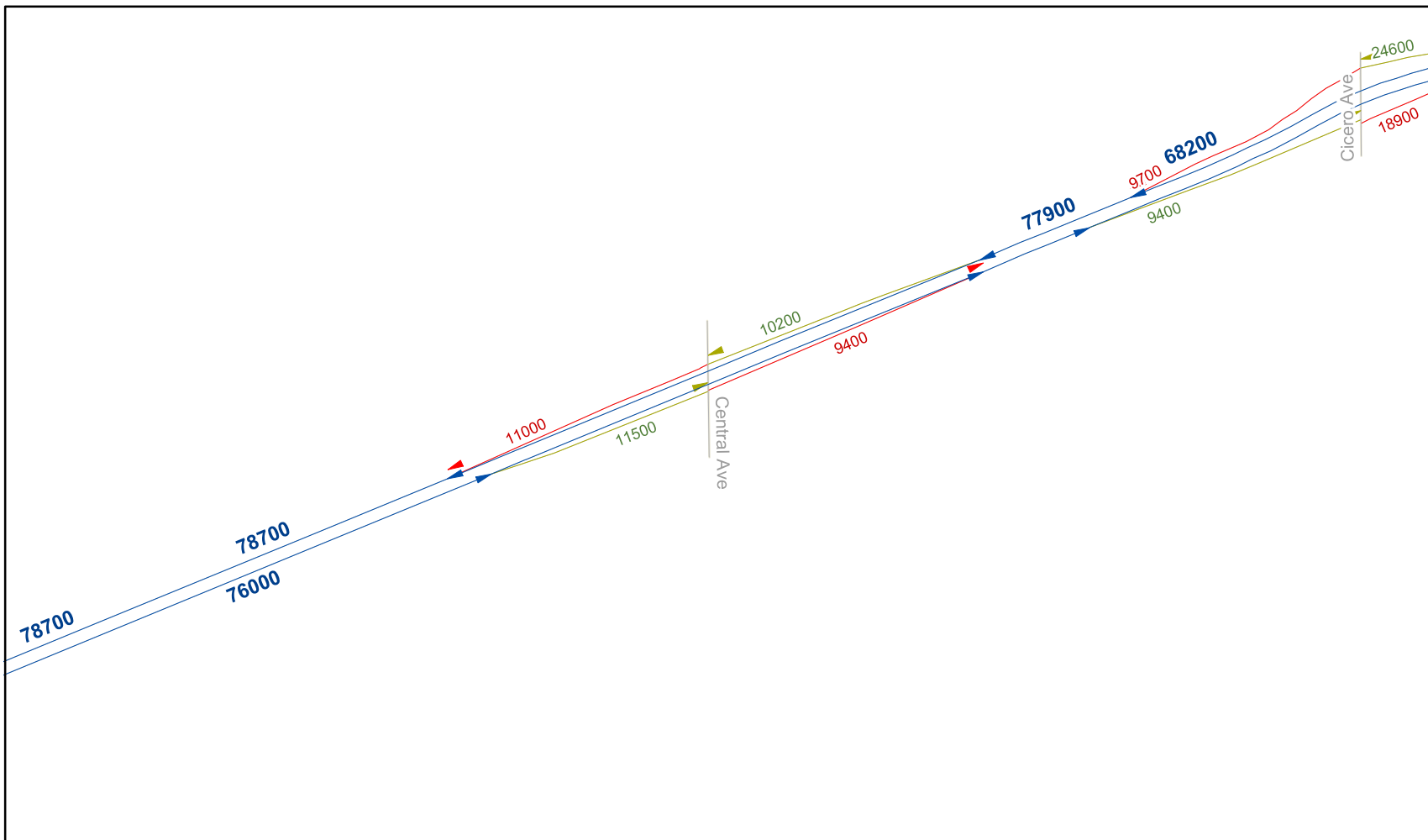
**I-55 STEVENSON EXPRESSWAY @
IL RTE 43 - HARLEM AVE**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

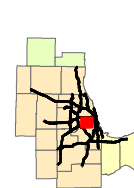
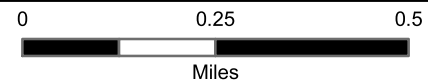


2001 AADT COUNTS

I-55 STEVENSON EXPRESSWAY @
CENTRAL AVE



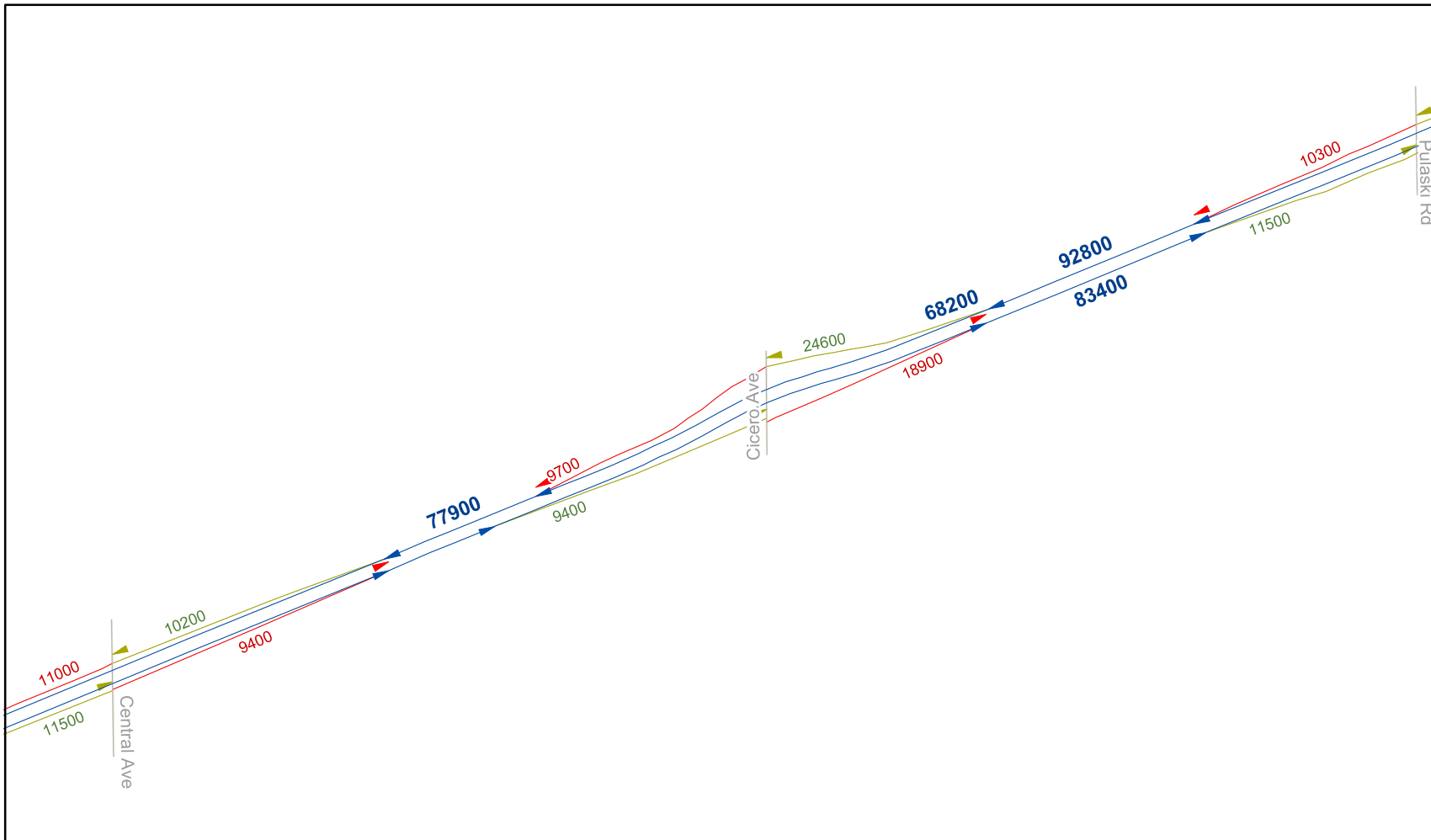
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

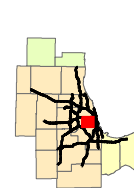


2001 AADT COUNTS

**I-55 STEVENSON EXPRESSWAY @
IL RTE 50 - CICERO AVE**



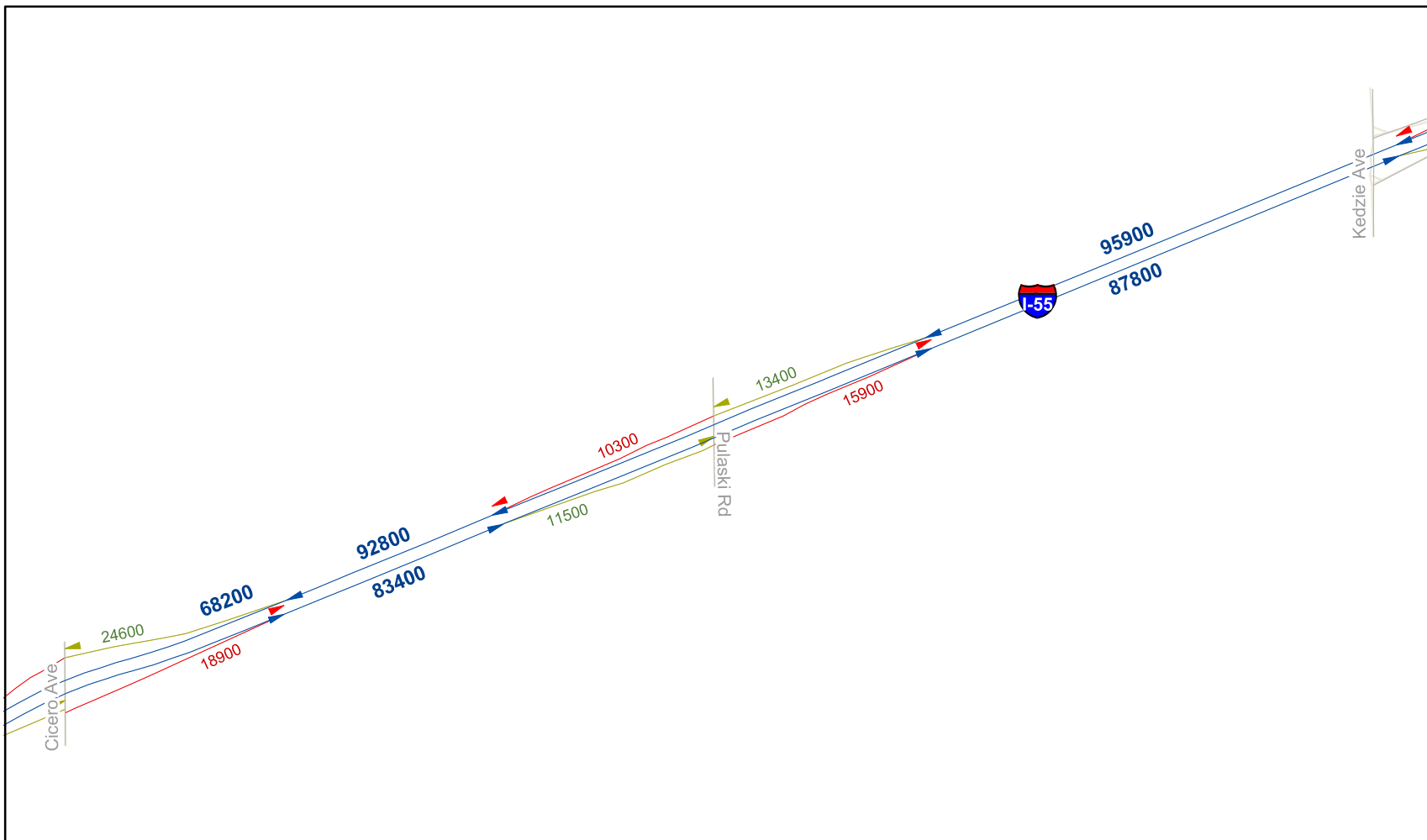
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

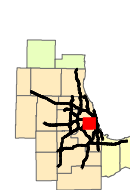
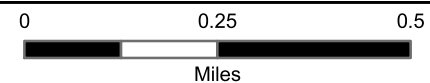
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

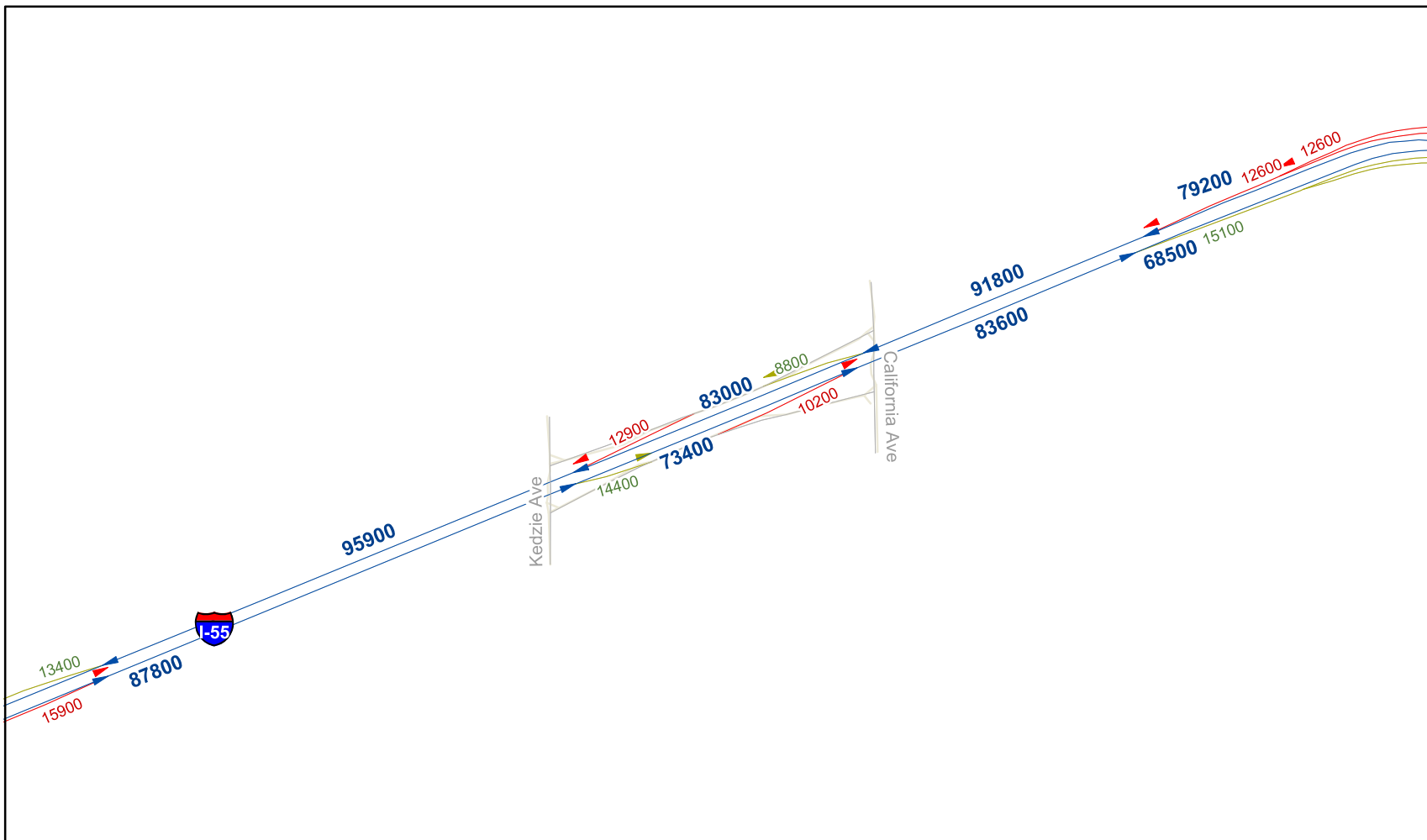
I-55 STEVENSON EXPRESSWAY @
PULASKI RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

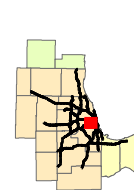
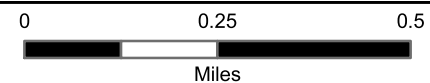
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

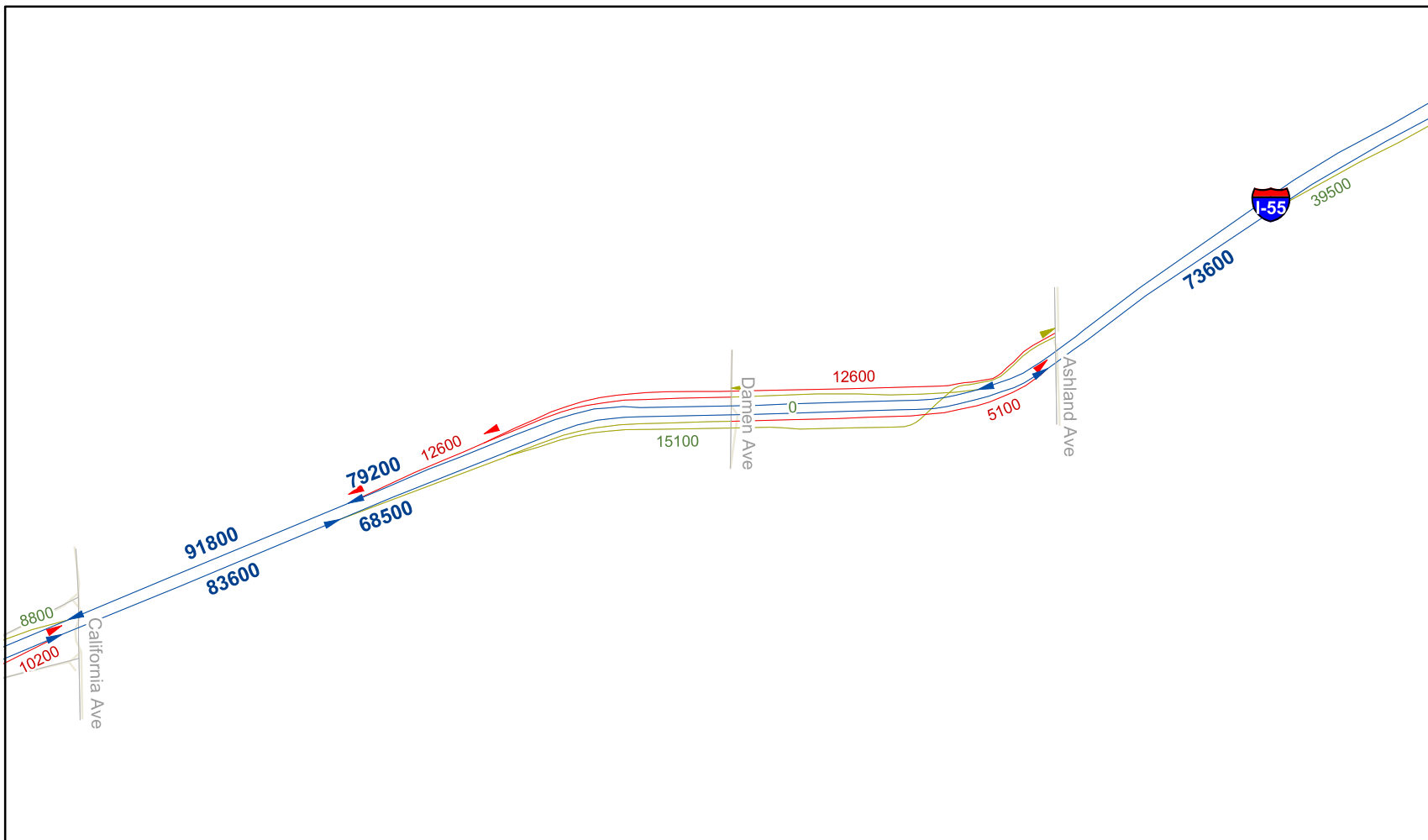
**I-55 STEVENSON EXPRESSWAY @
KEDZIE AVE AND CALIFORNIA AVE**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

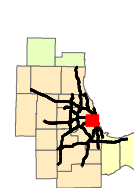
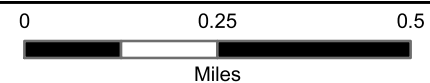
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983




Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

**I-55 STEVENSON EXPRESSWAY @
DAMEN AVE AND ASHLAND AVE**

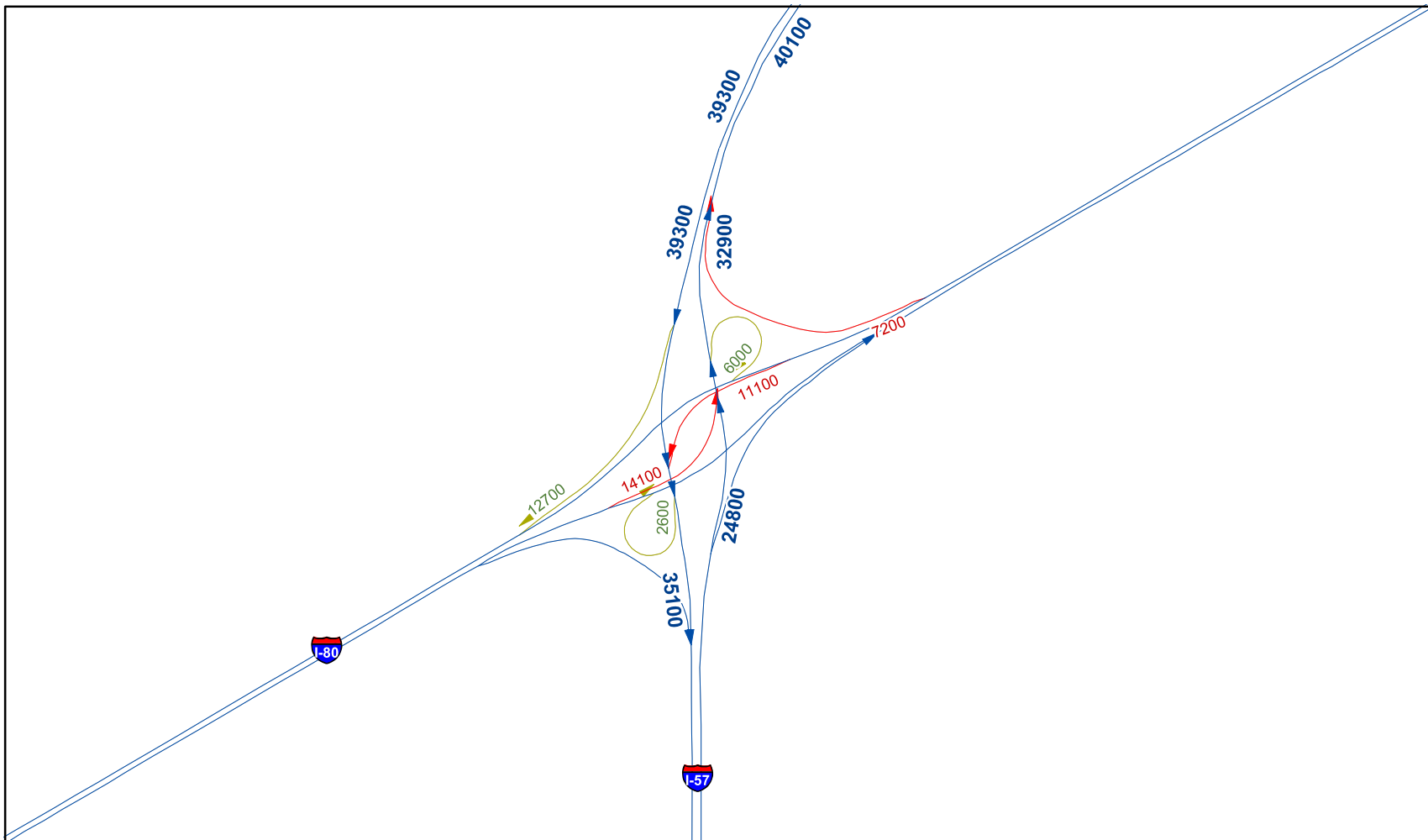


-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps

 Intersecting Roads

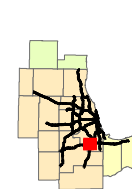
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

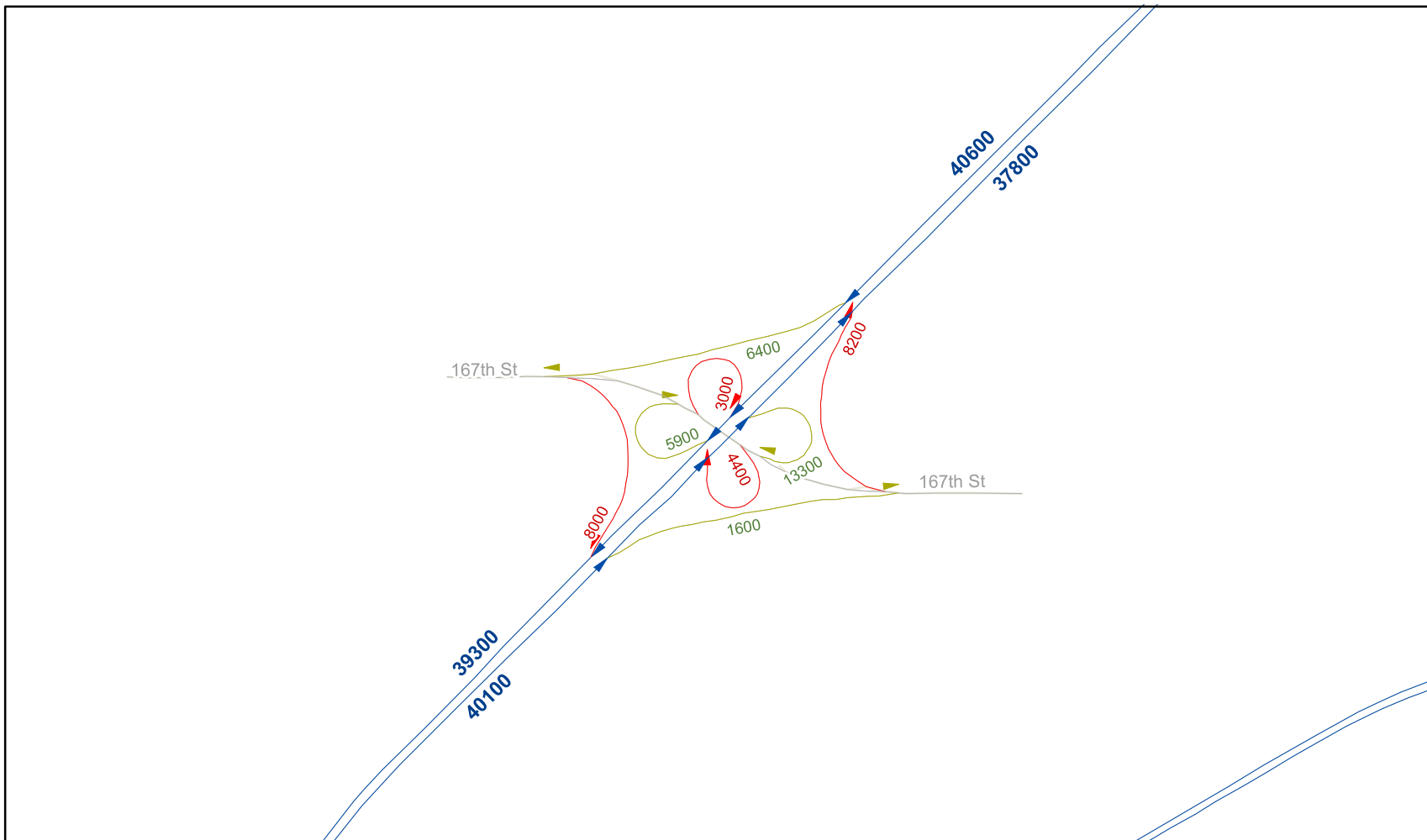
I-57 EXPRESSWAY @ I-80 EXPY



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

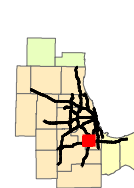
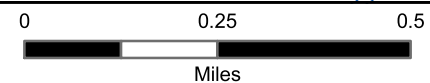
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983




Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

I-57 EXPRESSWAY @ 167TH ST

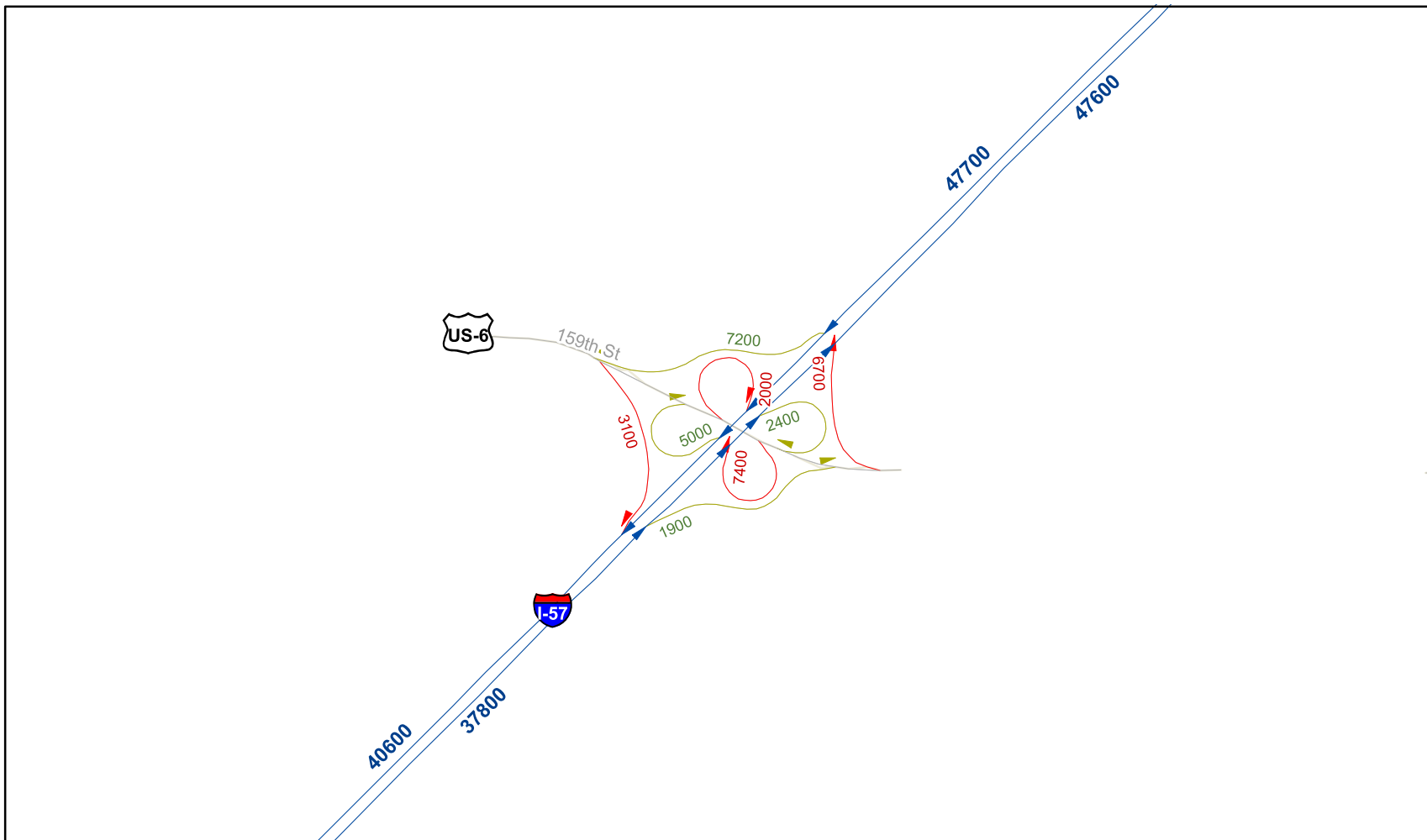


-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps

— Intersecting Roads

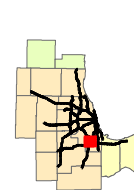
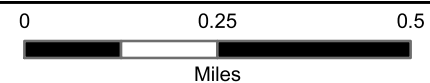
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983




Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

**I-57 EXPRESSWAY @ US RTE 6 -
159TH ST**

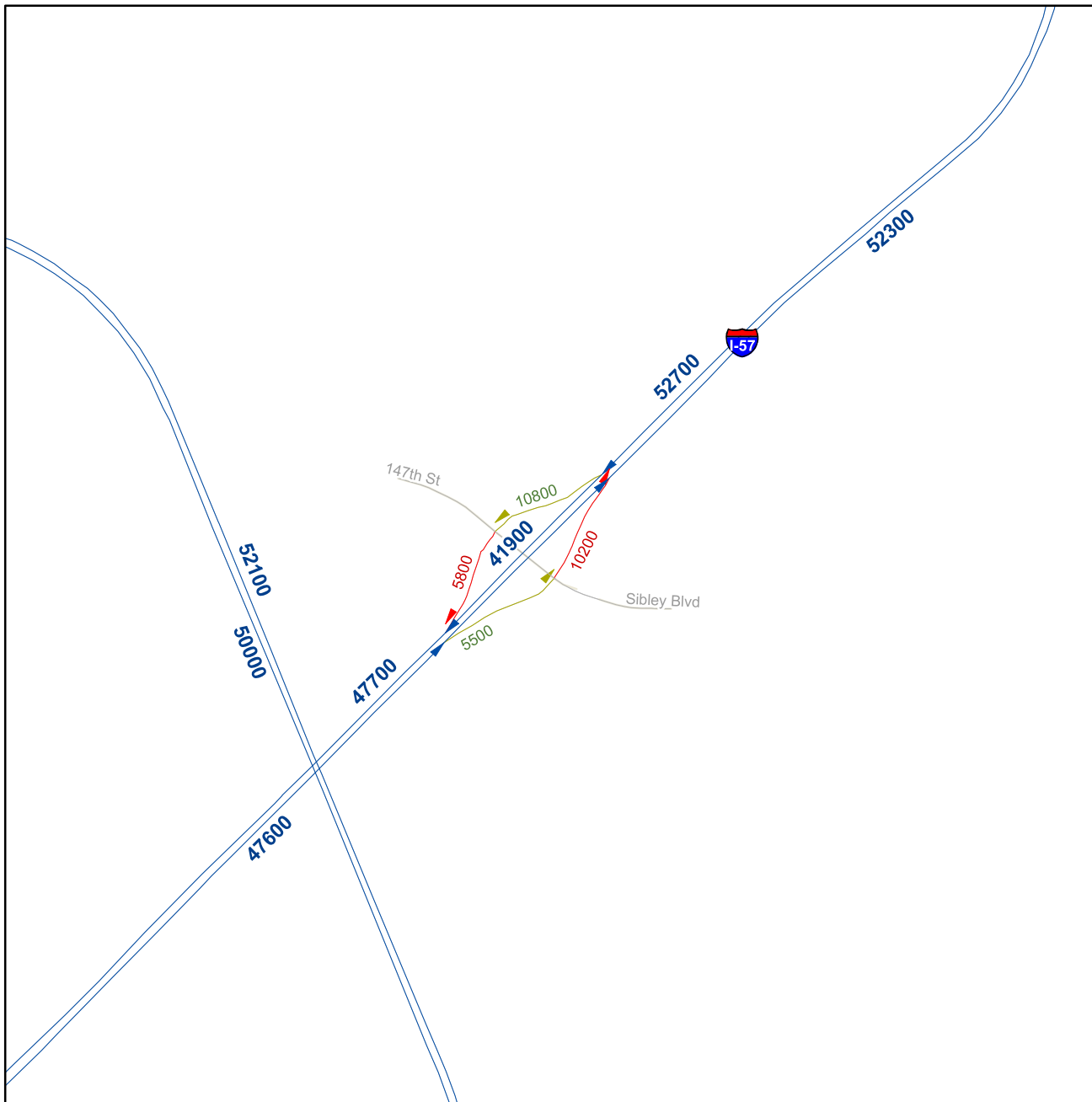


-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps

 Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

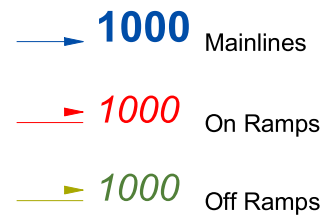
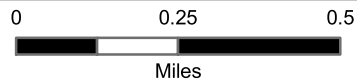


2001 AADT COUNTS

**I-57 EXPRESSWAY
@ 147TH ST - SIBLEY
BLVD**

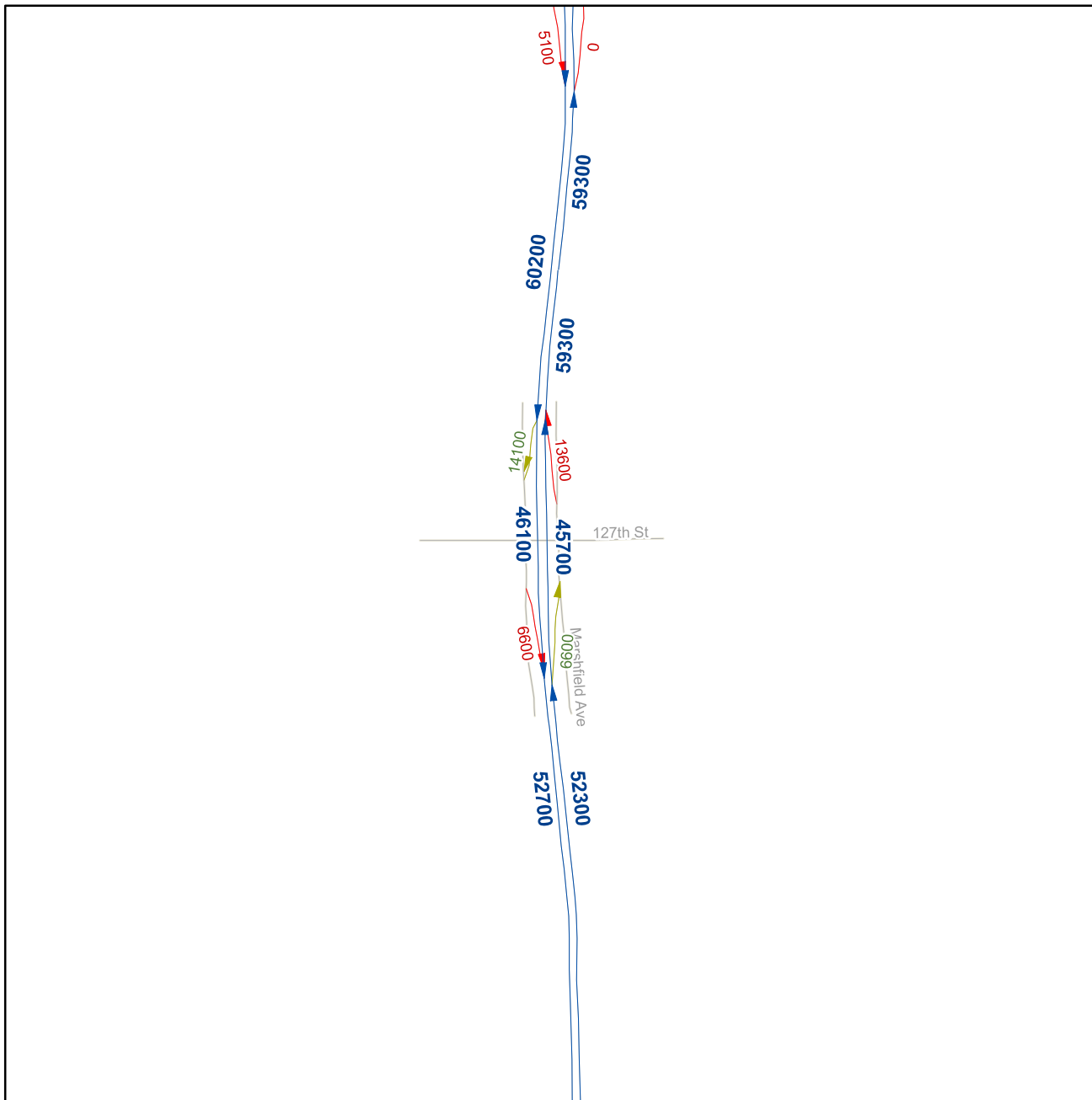


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

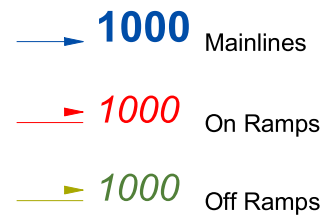
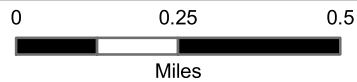


2001 AADT COUNTS

**I-57 EXPRESSWAY
@ 127TH ST**

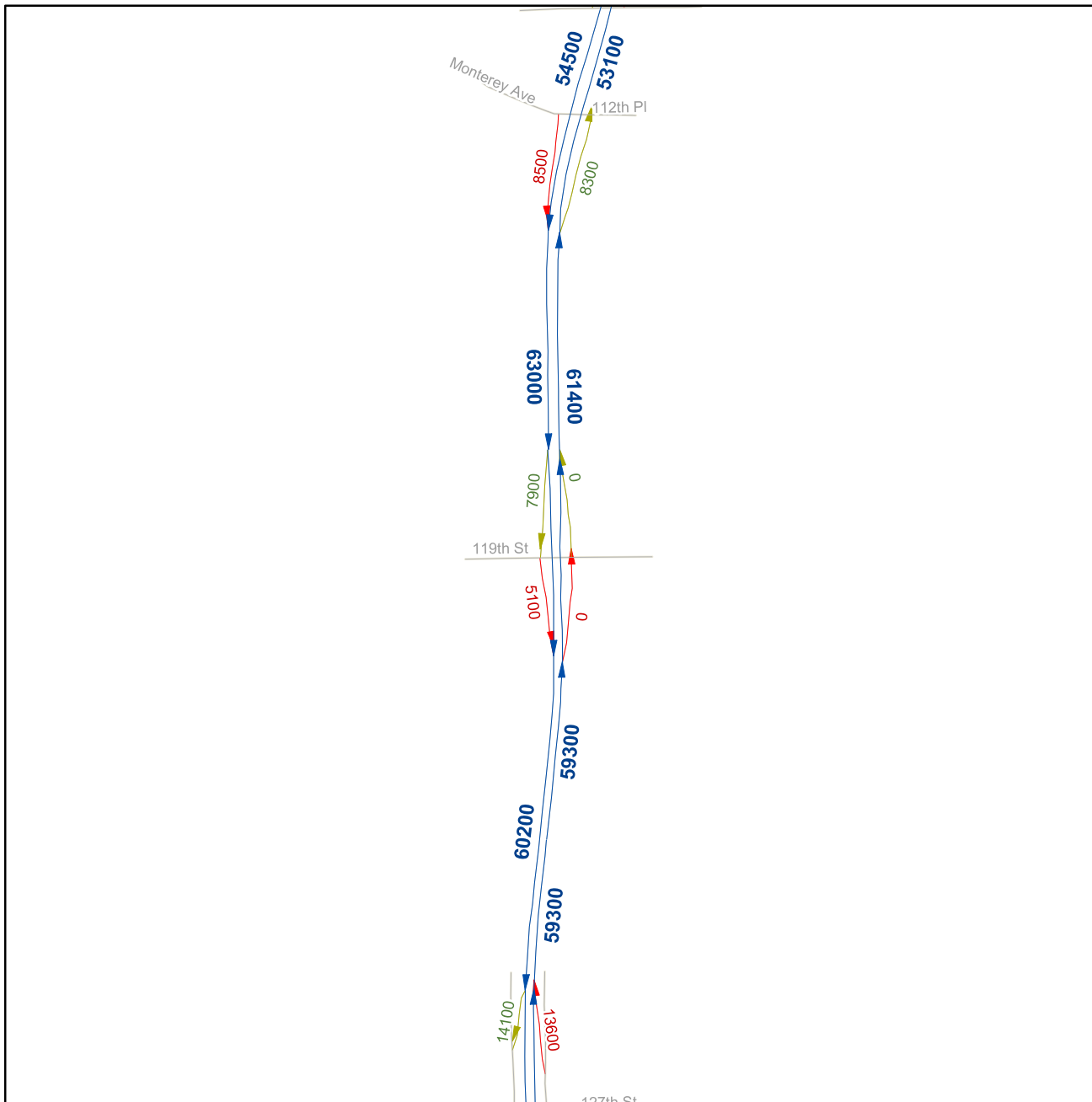


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

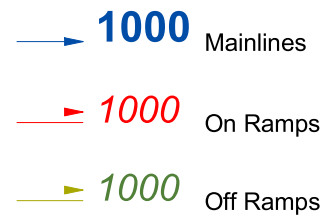
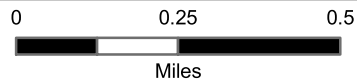


2001 AADT COUNTS

**I-57 EXPRESSWAY
@ 119TH ST**

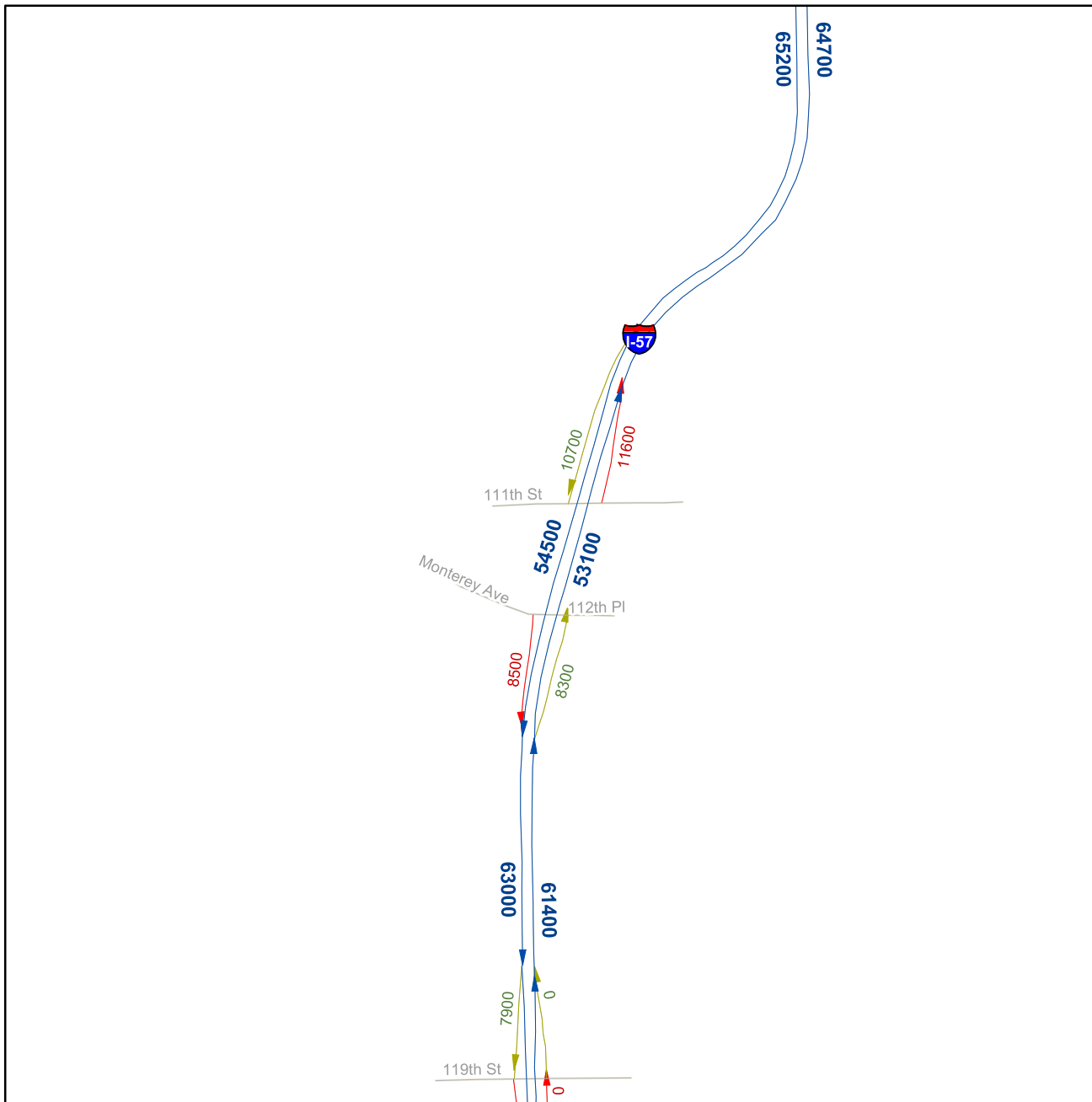


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

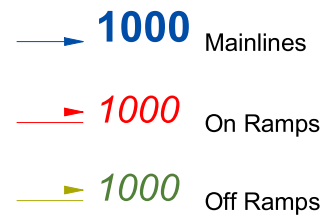
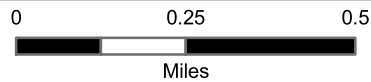


2001 AADT COUNTS

**I-57 EXPRESSWAY
@ 112TH PL - MONTEREY
AVE**

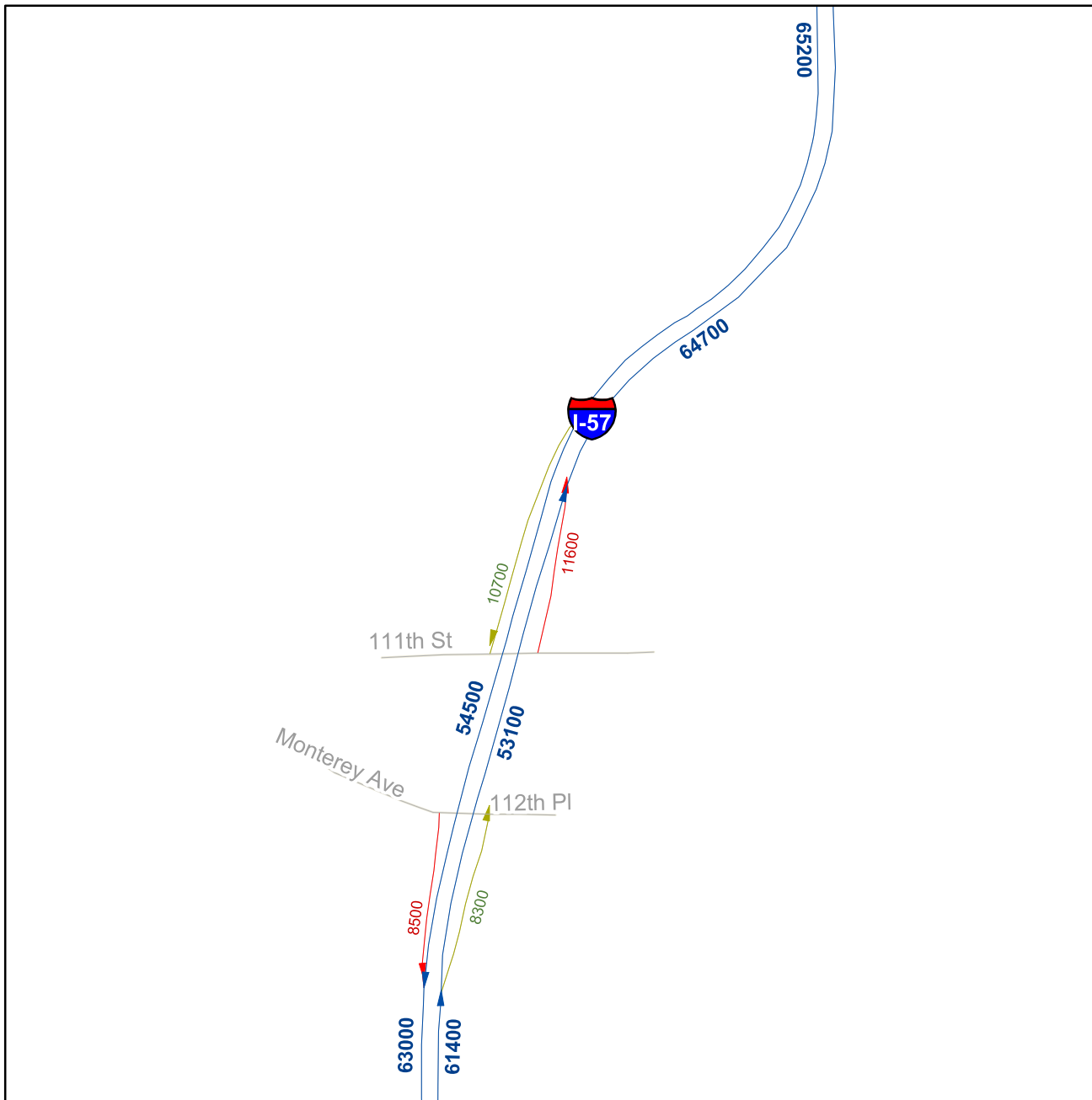


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

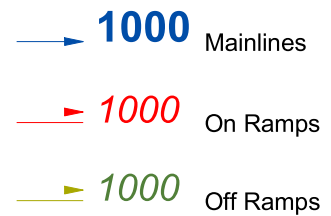
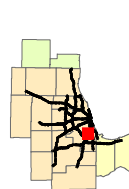
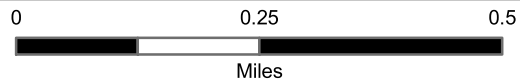


2001 AADT COUNTS

**I-57 EXPRESSWAY
@ 111TH ST**

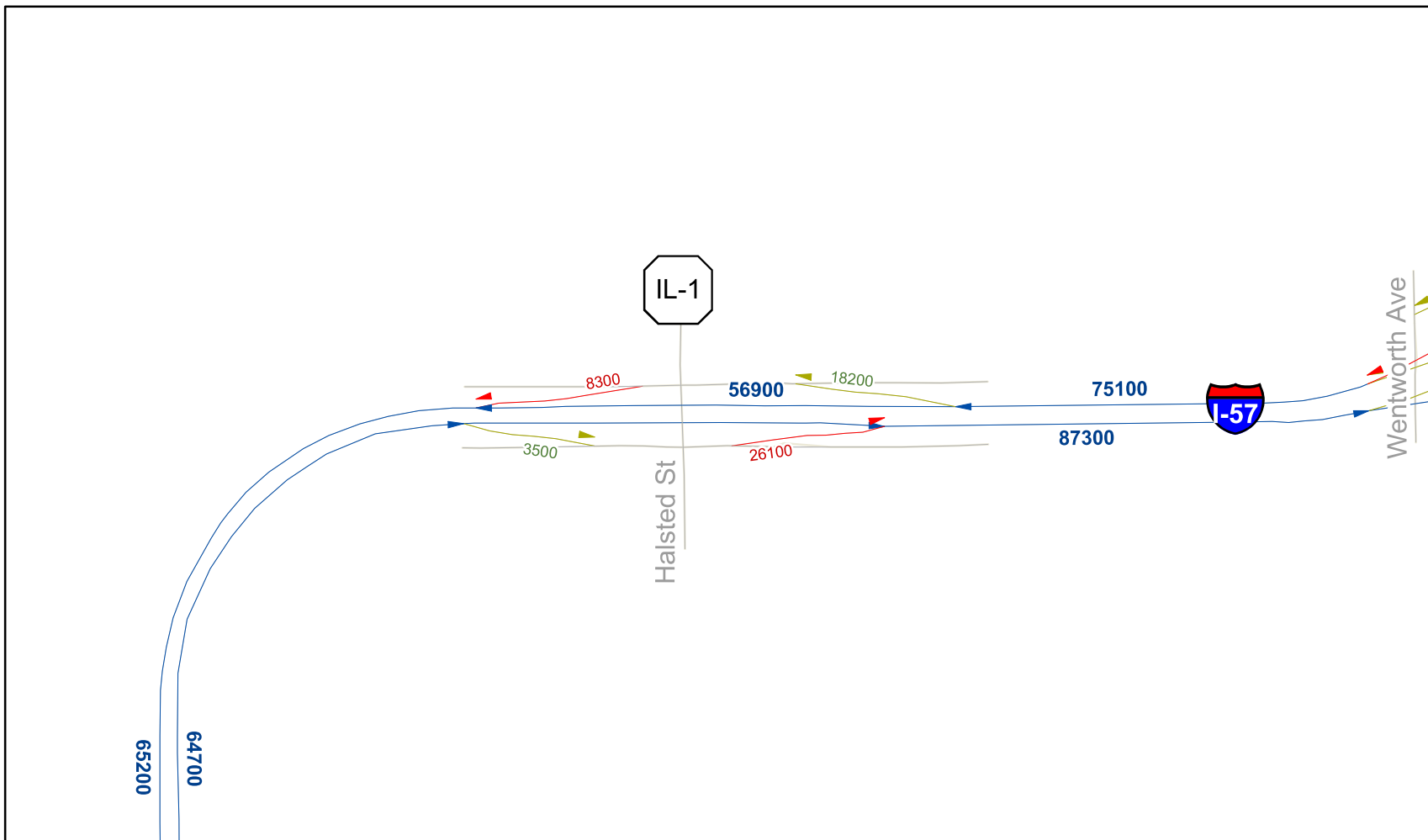


The Chicago Area Transportation Study



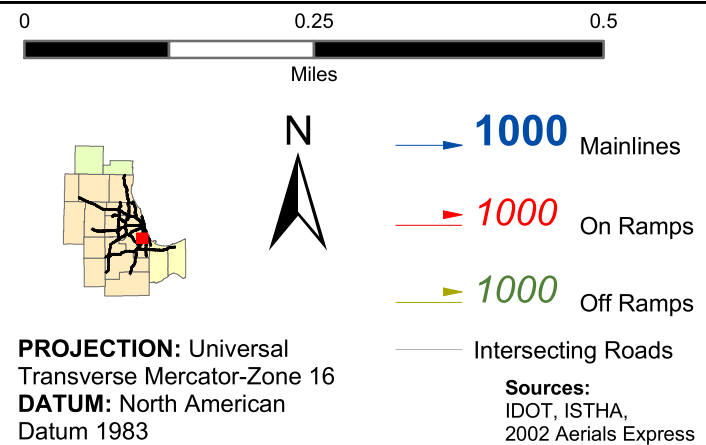
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

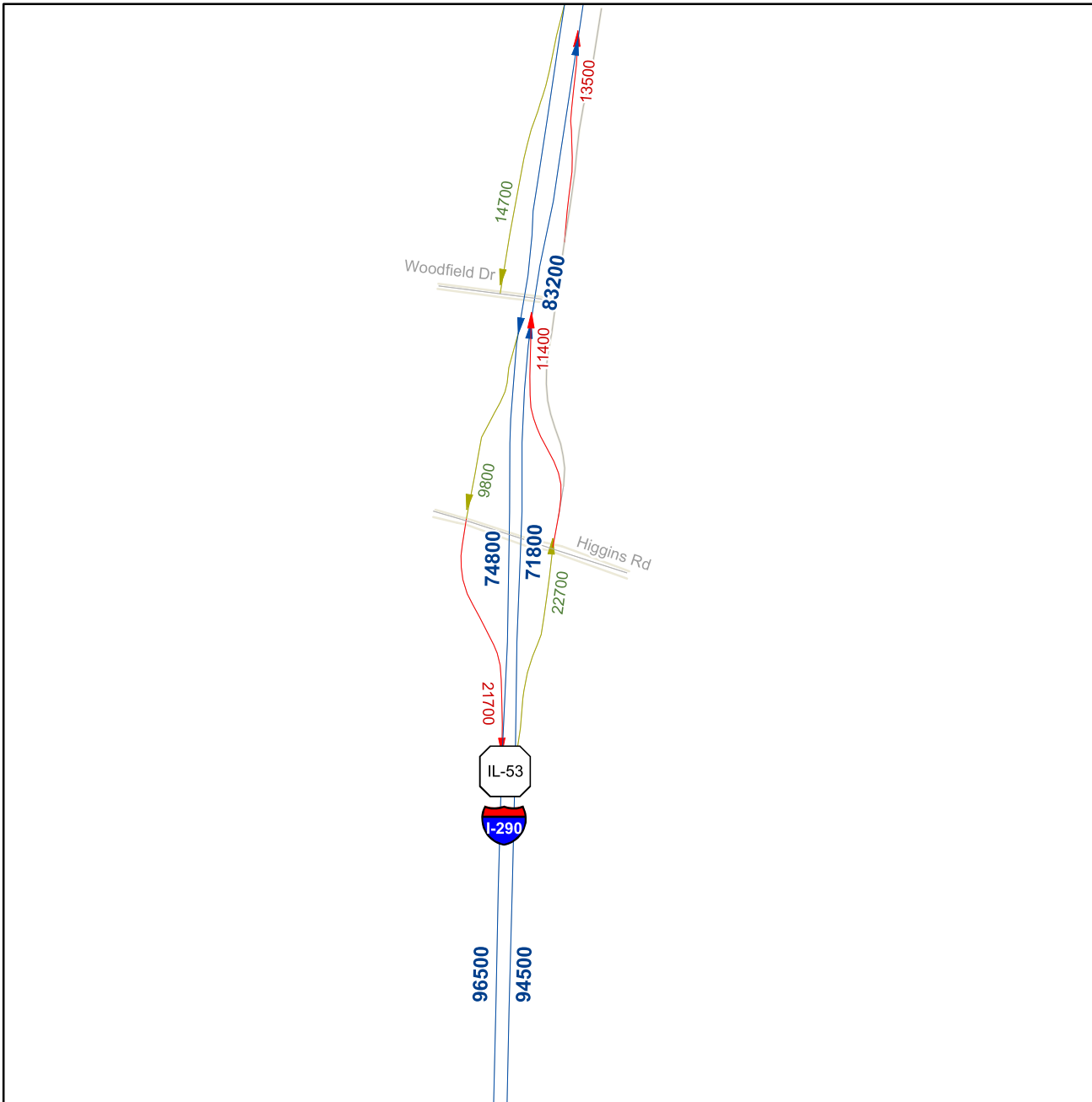
Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

I-57 EXPRESSWAY @ IL RTE 1 -
HALSTED ST



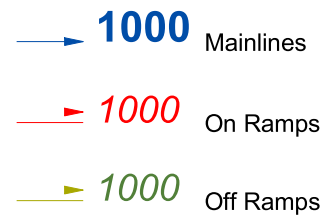
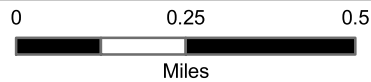


2001 AADT COUNTS

**I-290 EXTENSION -
IL ROUTE 53 @ HIGGINS
RD**

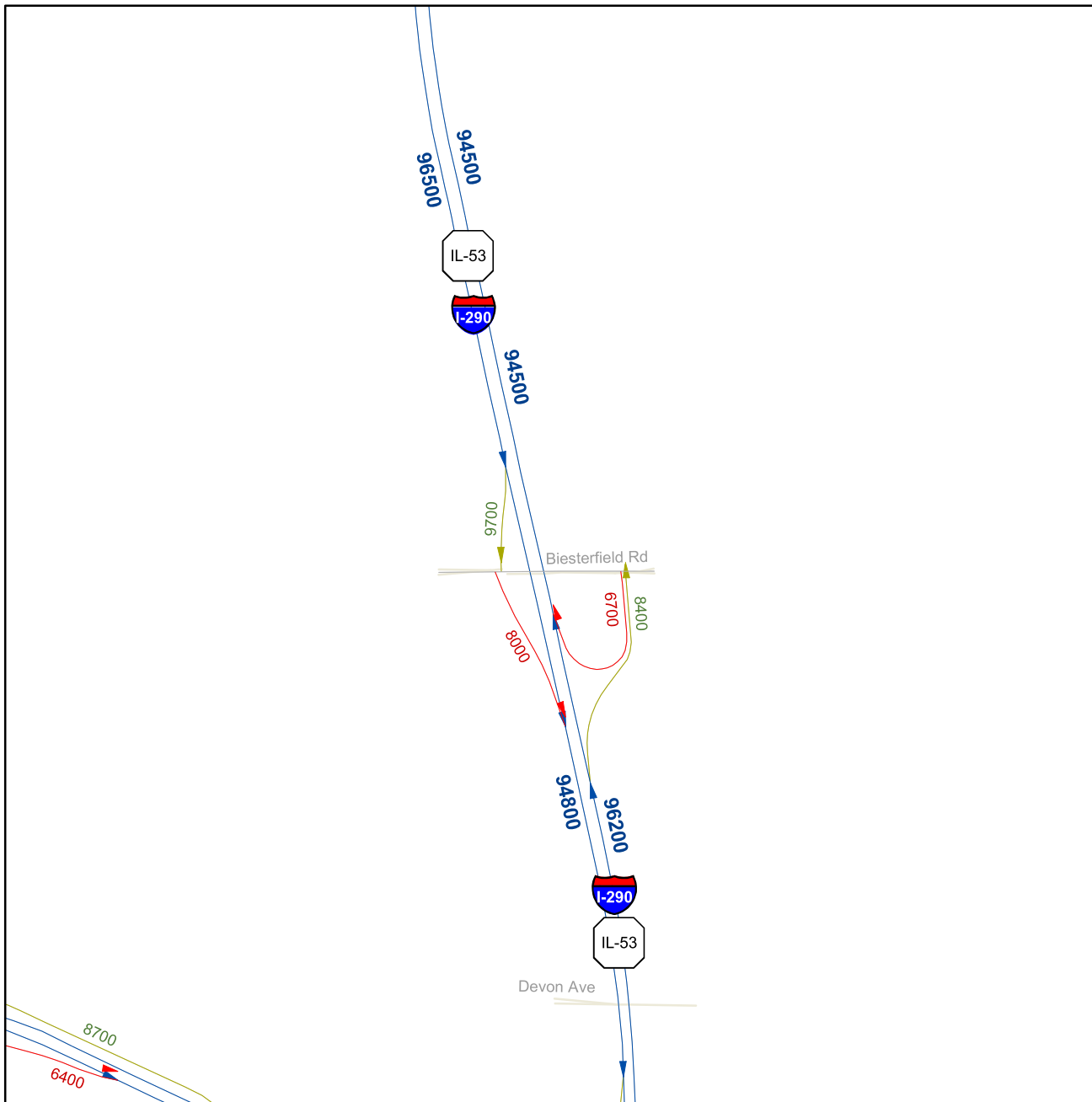


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

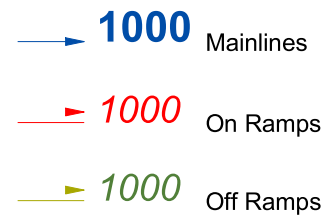
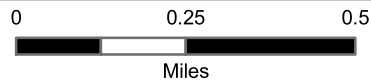


2001 AADT COUNTS

**I-290 EXTENSION -
IL ROUTE 53 @ BIESTERFIELD
RD**

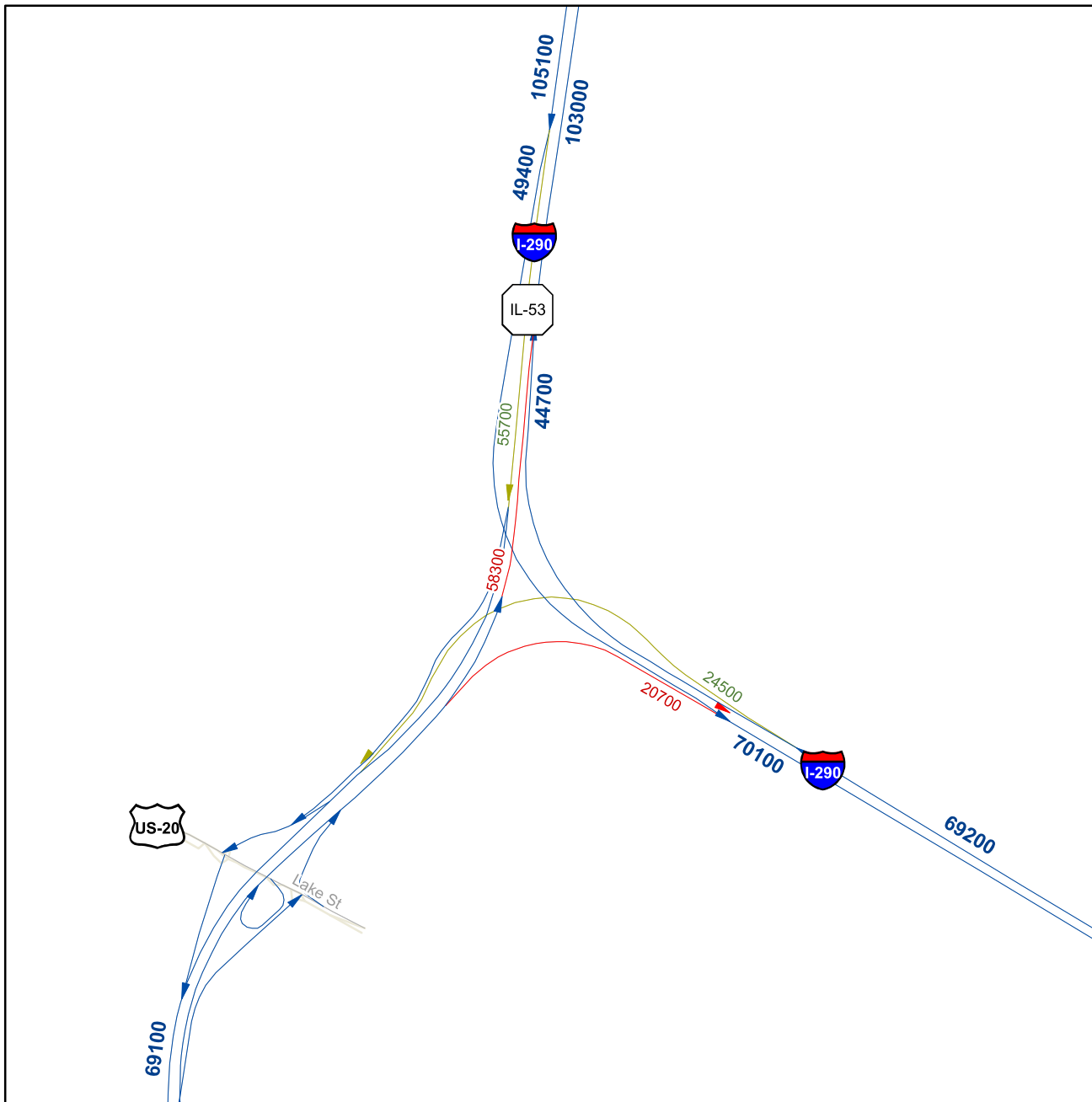


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

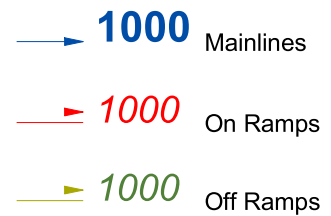
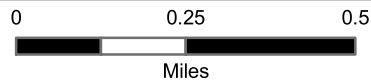


2001 AADT COUNTS

I-290 EXTENSION @ IL ROUTE 53

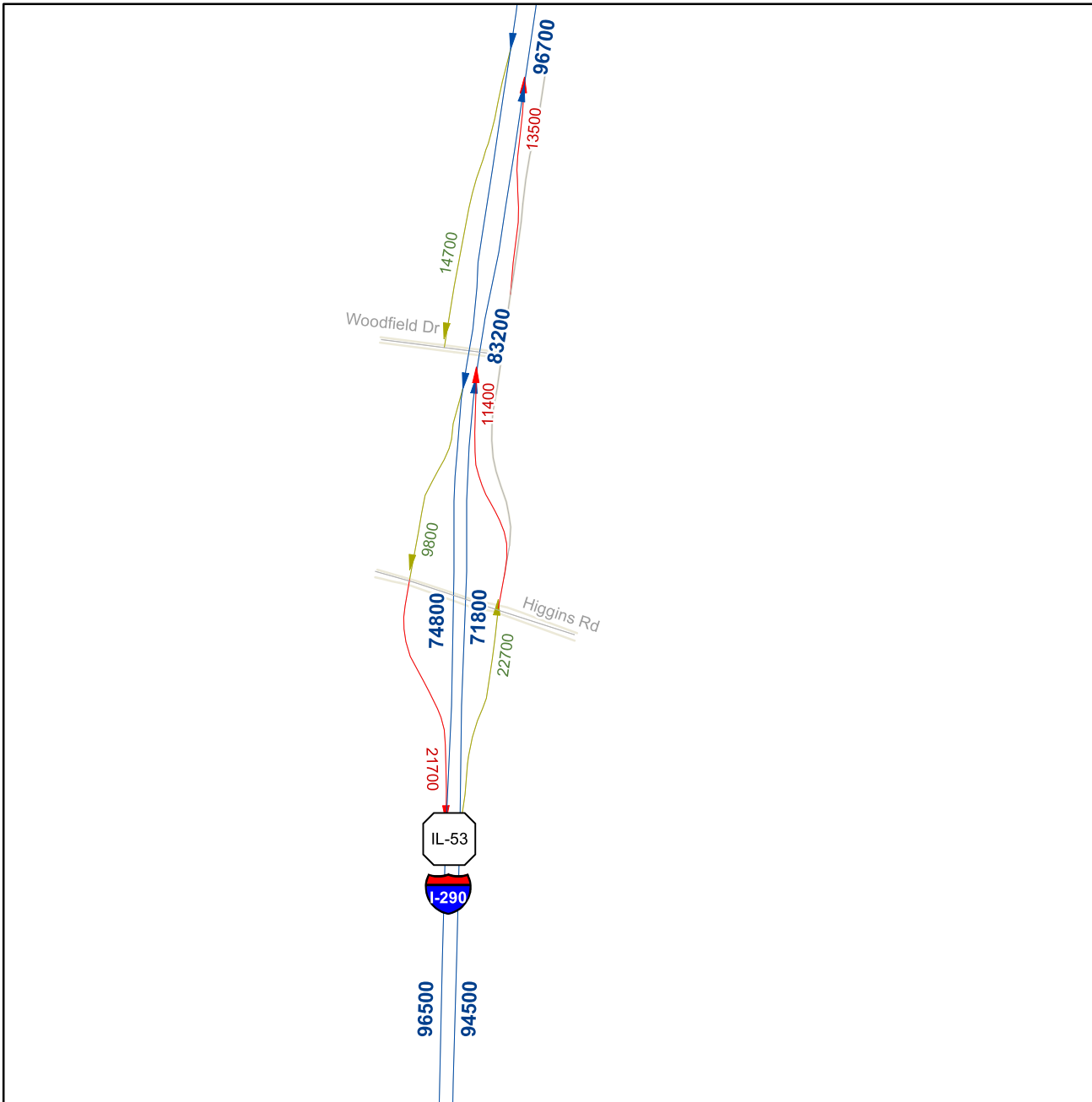


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

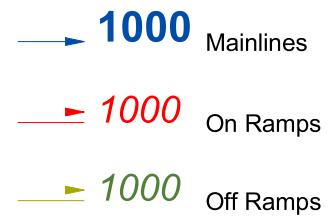
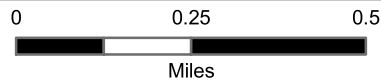


2001 AADT COUNTS

**I-290 EXTENSION -
IL ROUTE 53 @ WOODFIELD
DR**

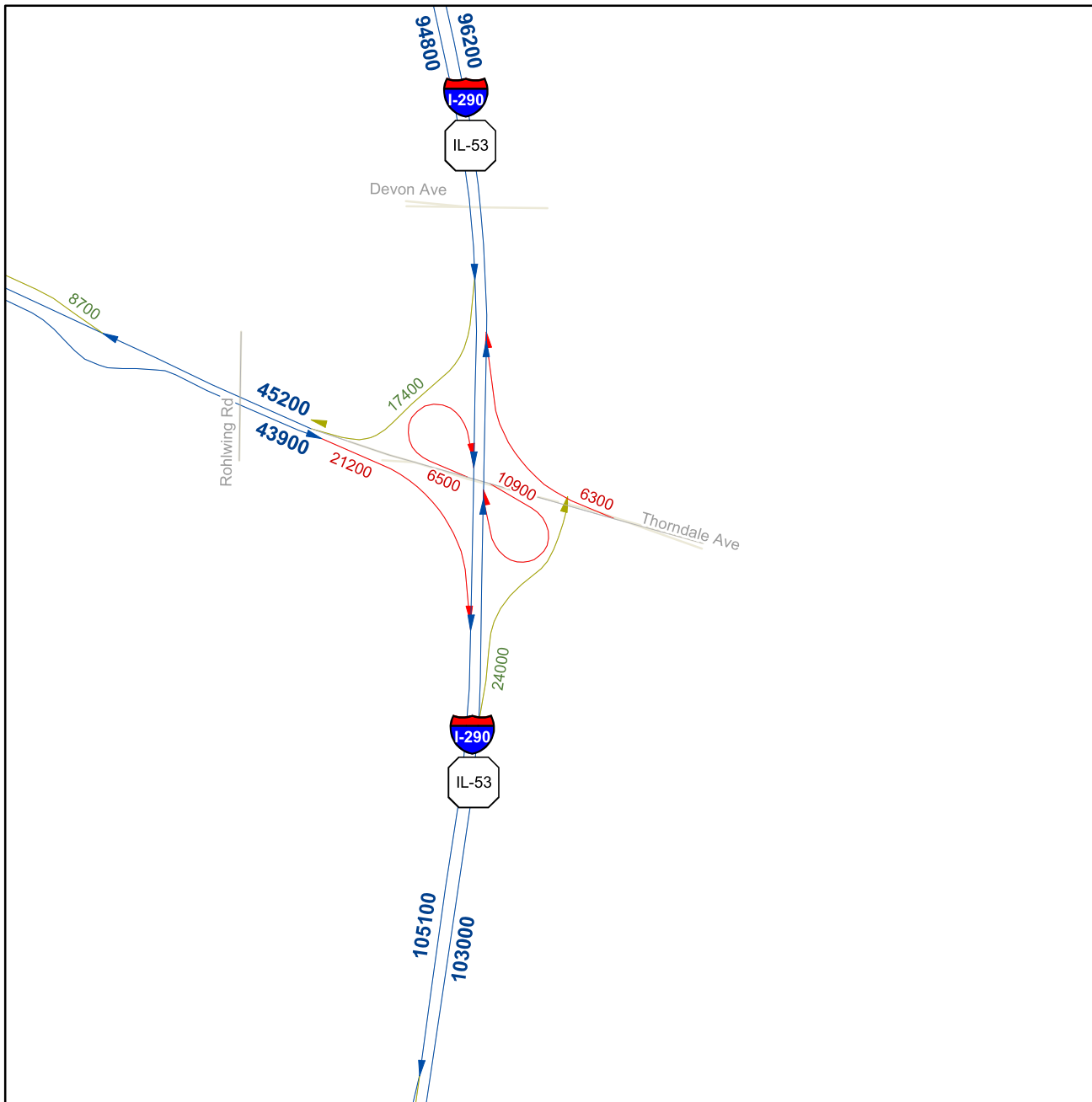


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

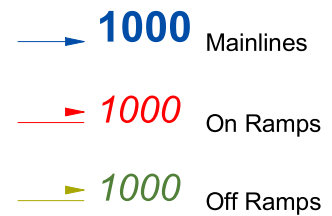
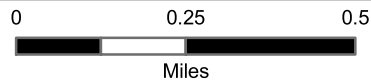


2001 AADT COUNTS

**I-290 EXTENSION -
IL ROUTE 53 @ THORNDALE
AVE**

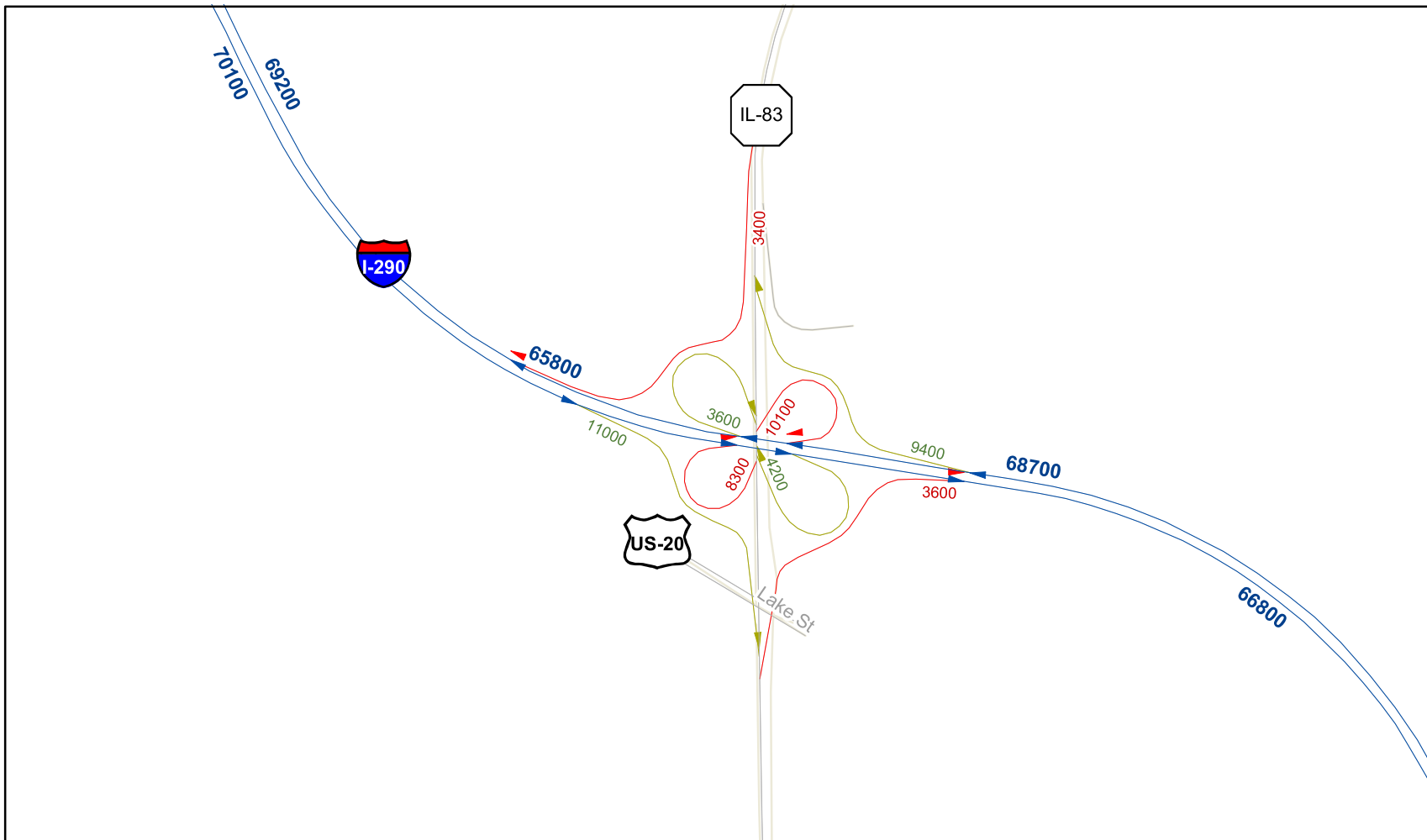


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

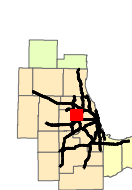
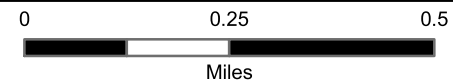


2001 AADT COUNTS

I-290 EXTENSION @ IL RTE 83



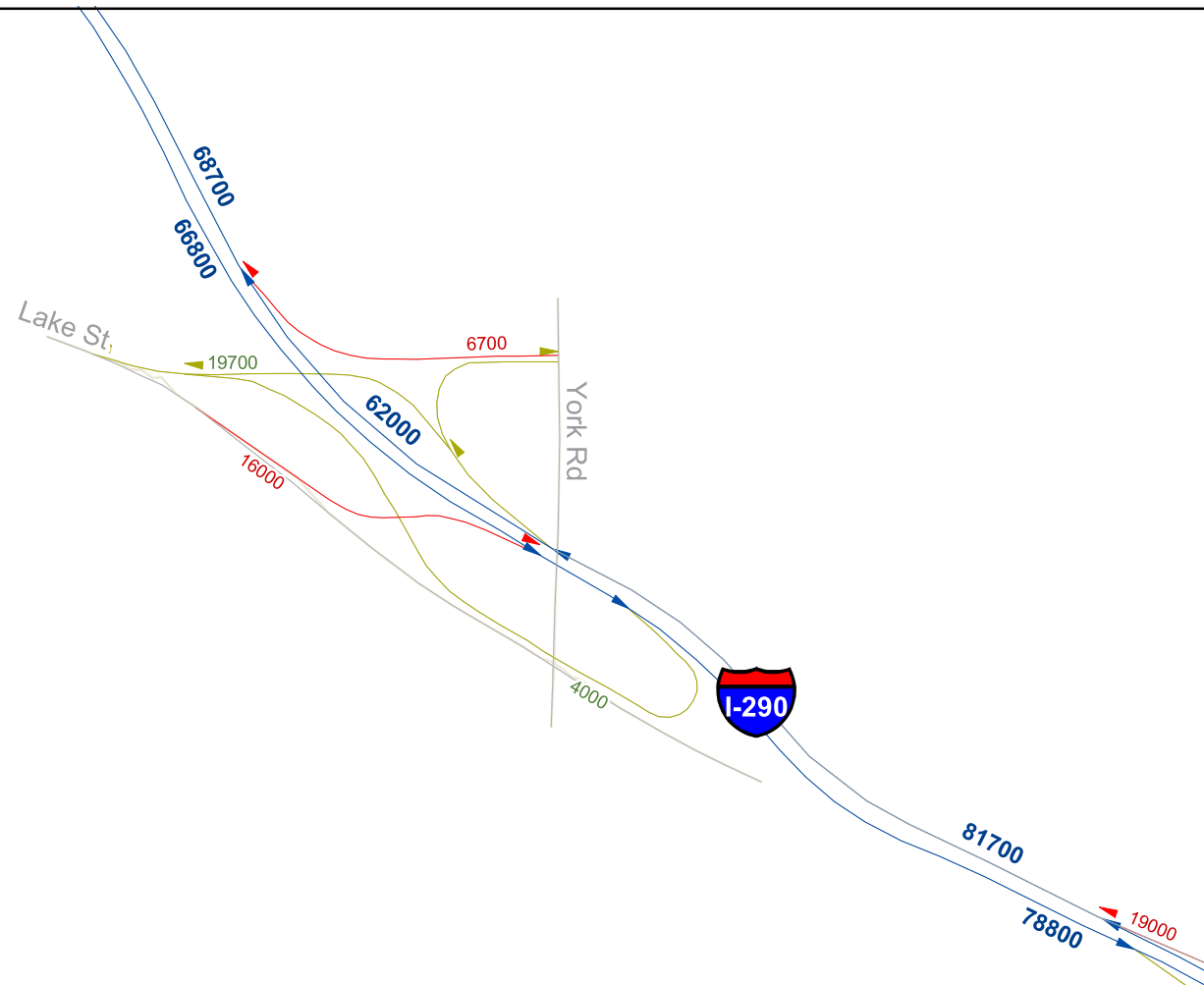
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

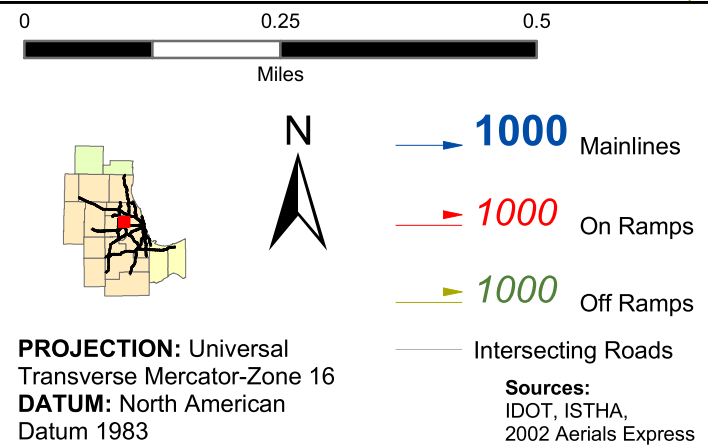
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

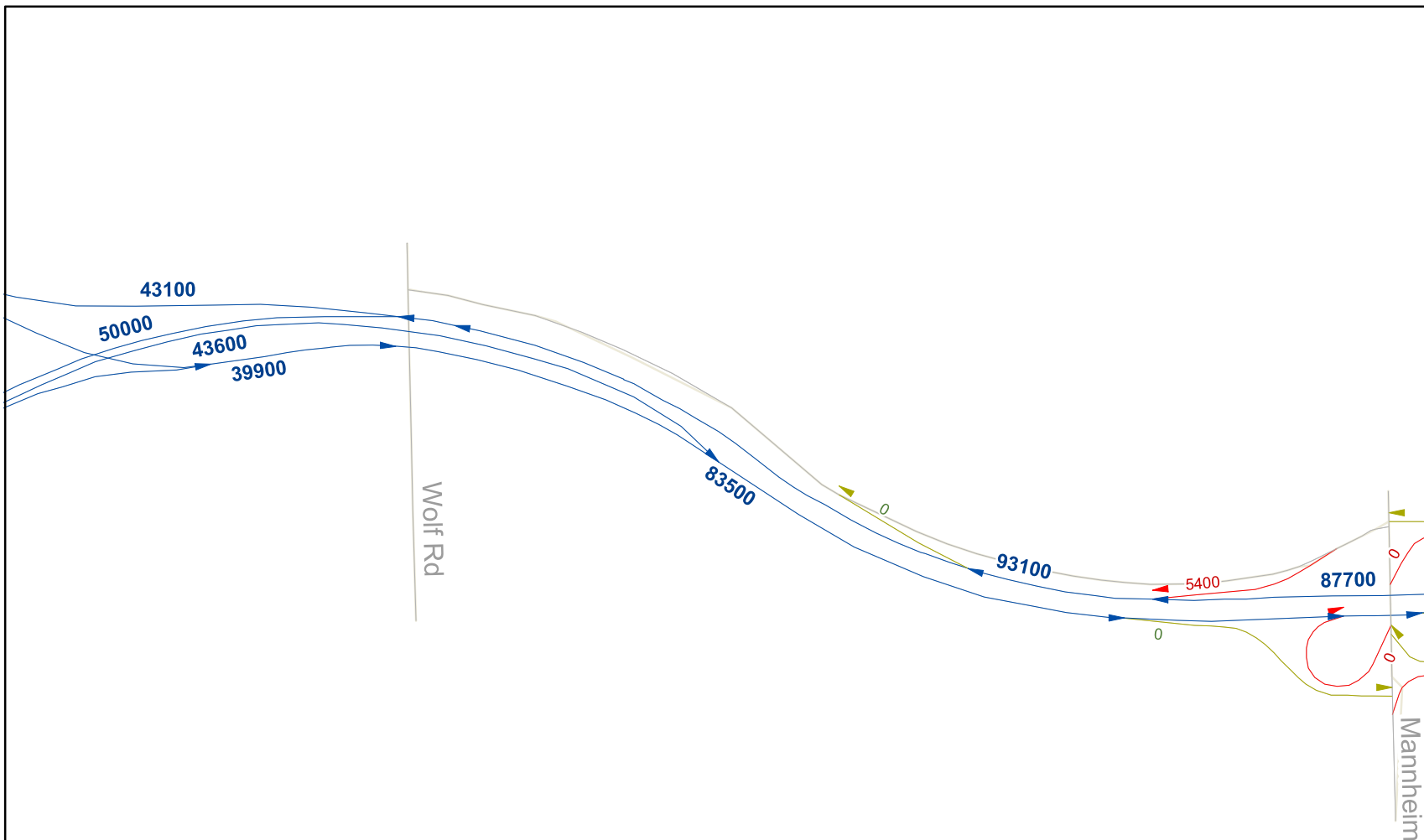
Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

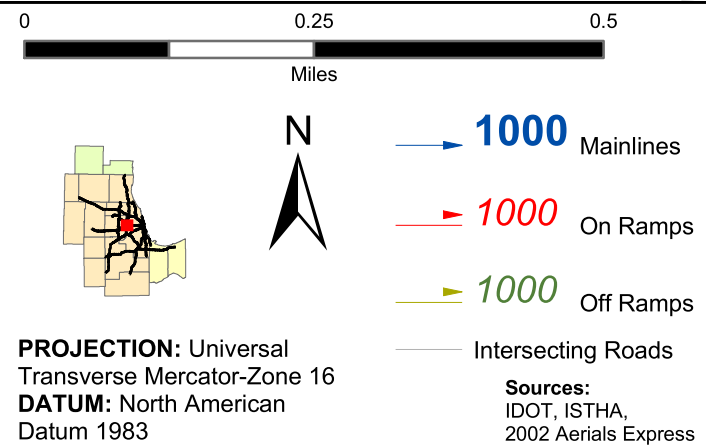
I-290 EXTENSION @ YORK RD AND
US RTE 20 - LAKE ST

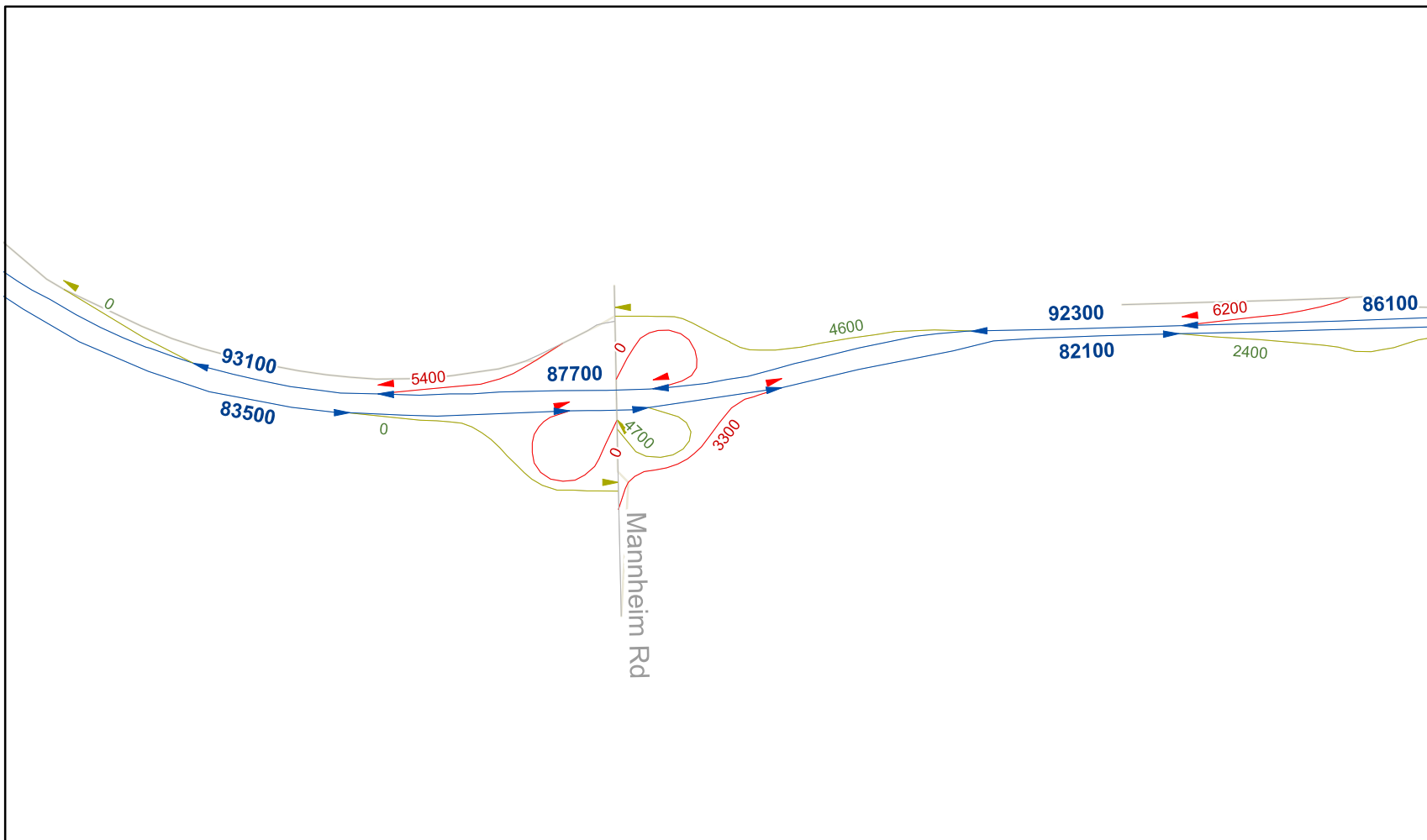




2001 AADT COUNTS

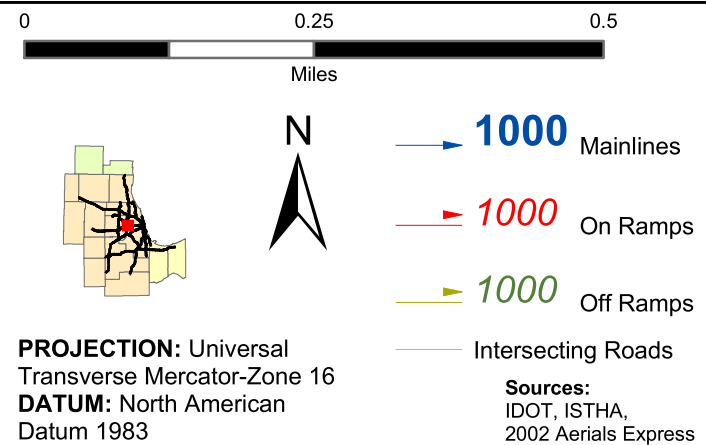
**I-290 EISENHOWER EXPRESSWAY
@ WOLF RD AND HARRISON ST**

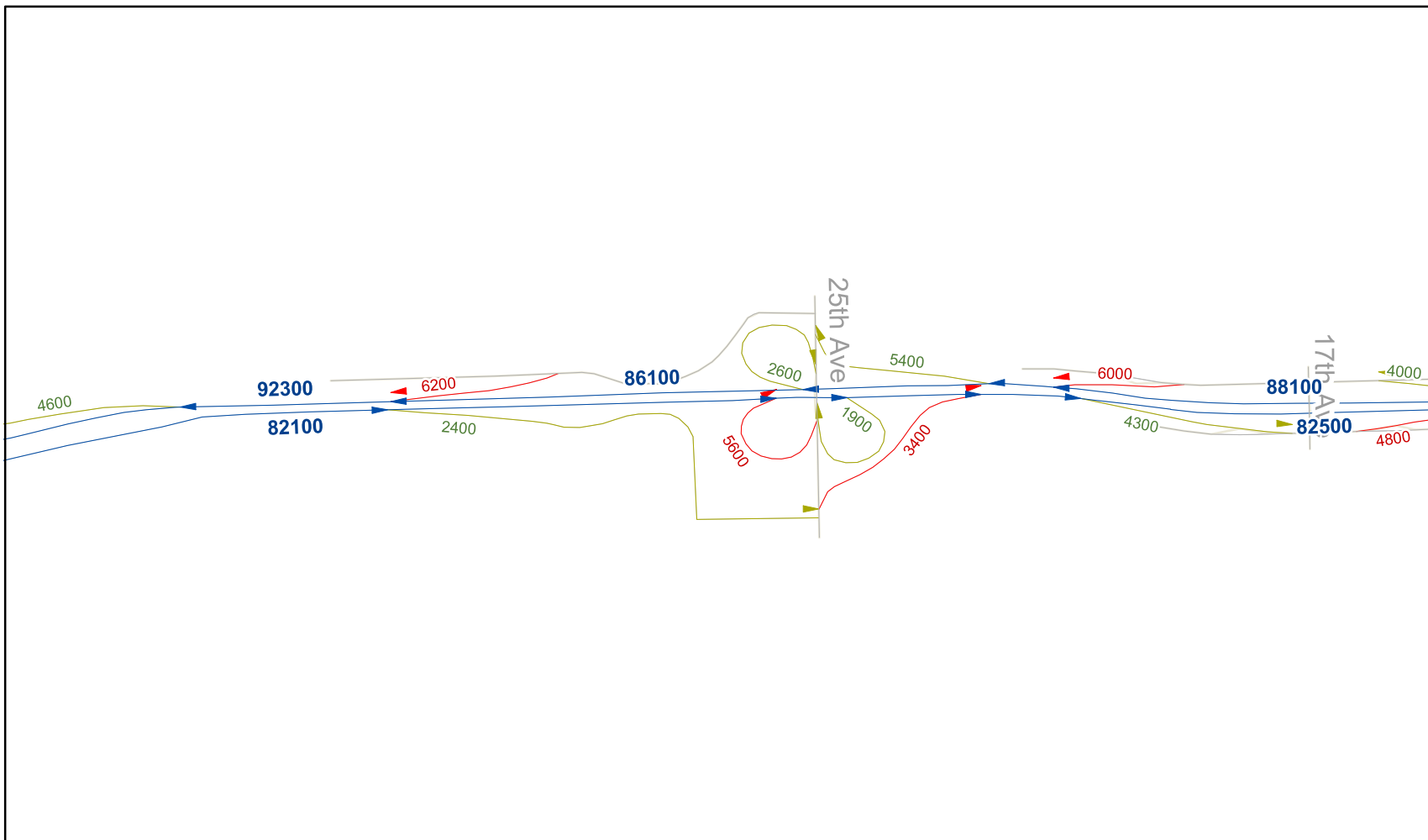




2001 AADT COUNTS

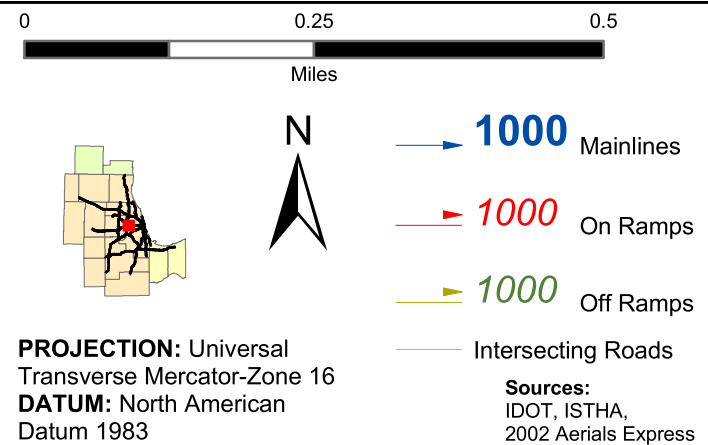
**I-290 EISENHOWER EXPRESSWAY
@ MANNHEIM RD**

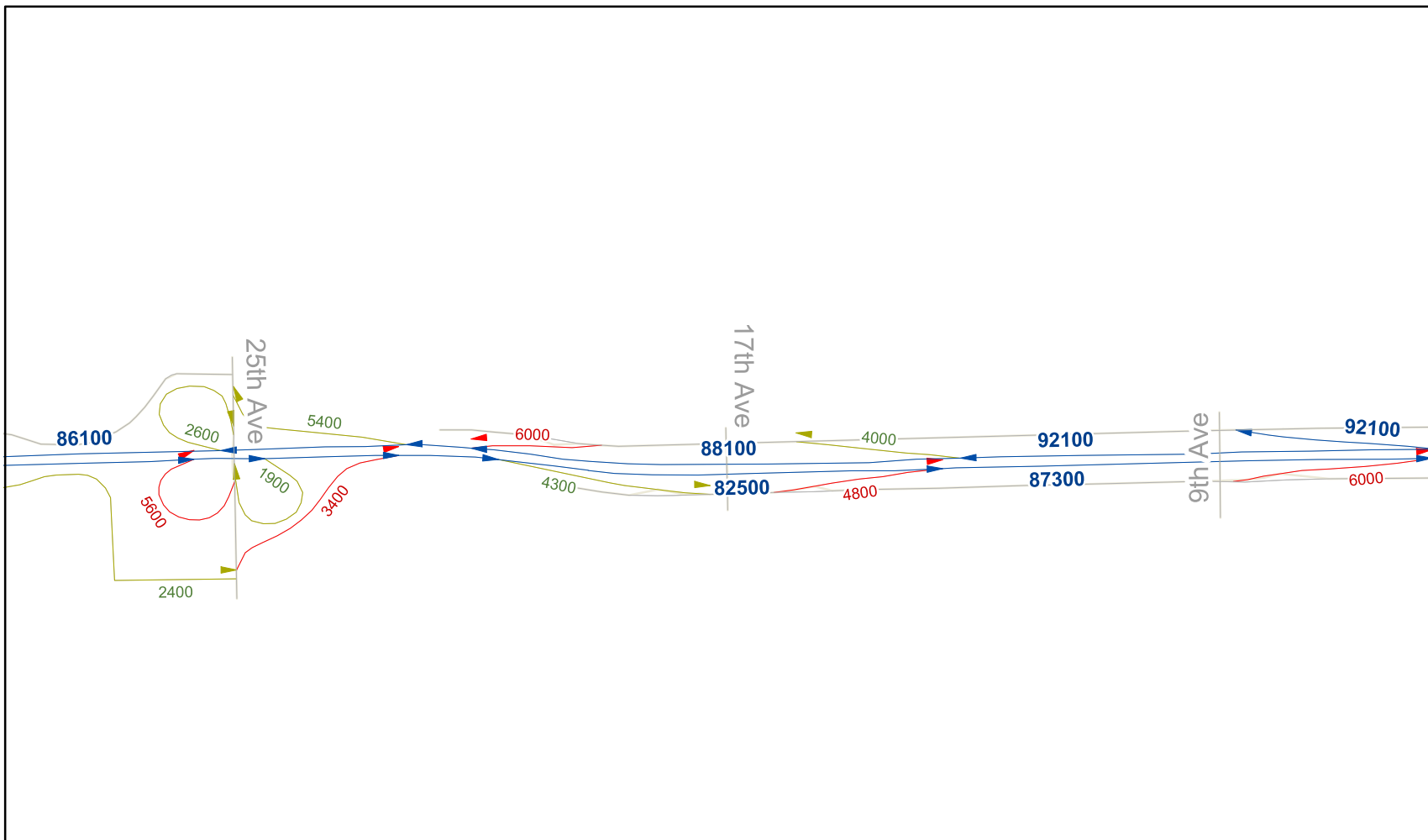




2001 AADT COUNTS

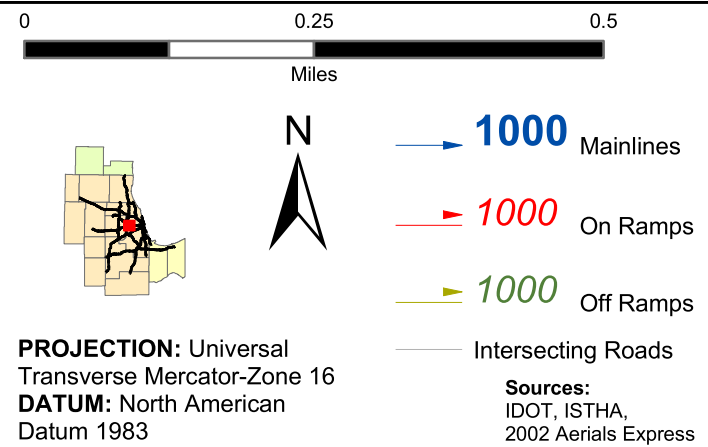
I-290 EISENHOWER EXPRESSWAY
@ 25TH AVE

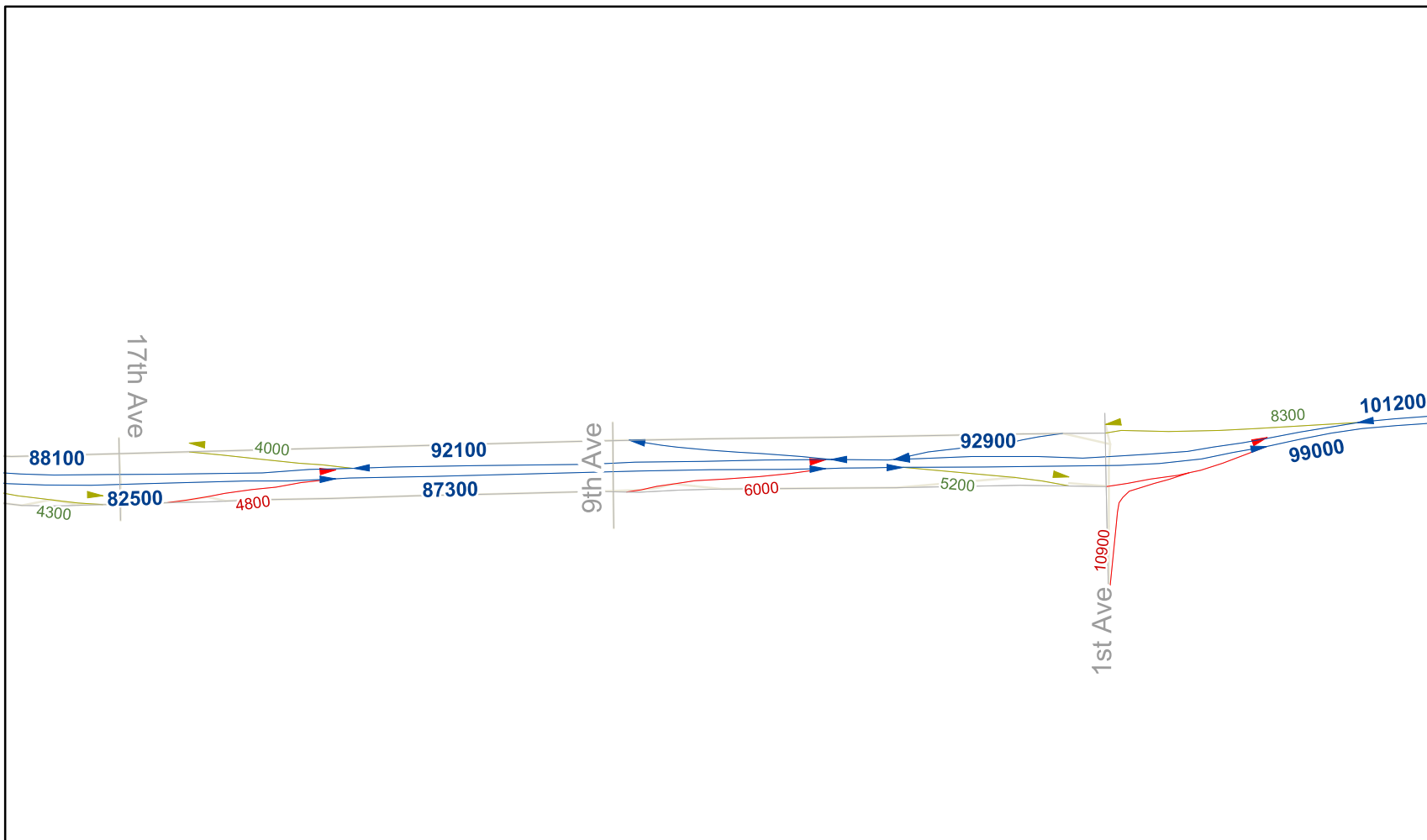




2001 AADT COUNTS

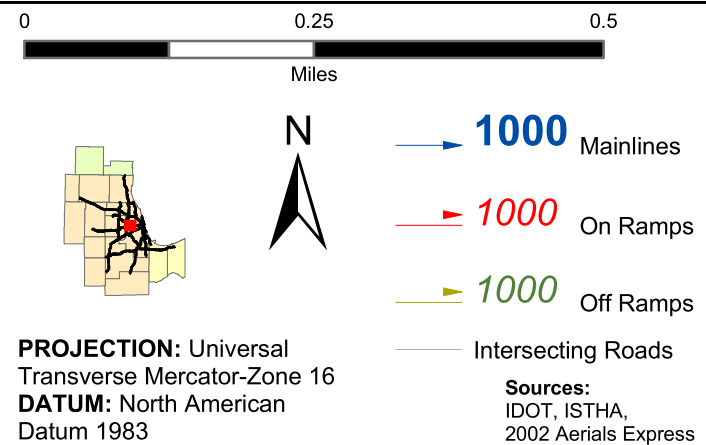
I-290 EISENHOWER EXPRESSWAY
@ 17TH AVE

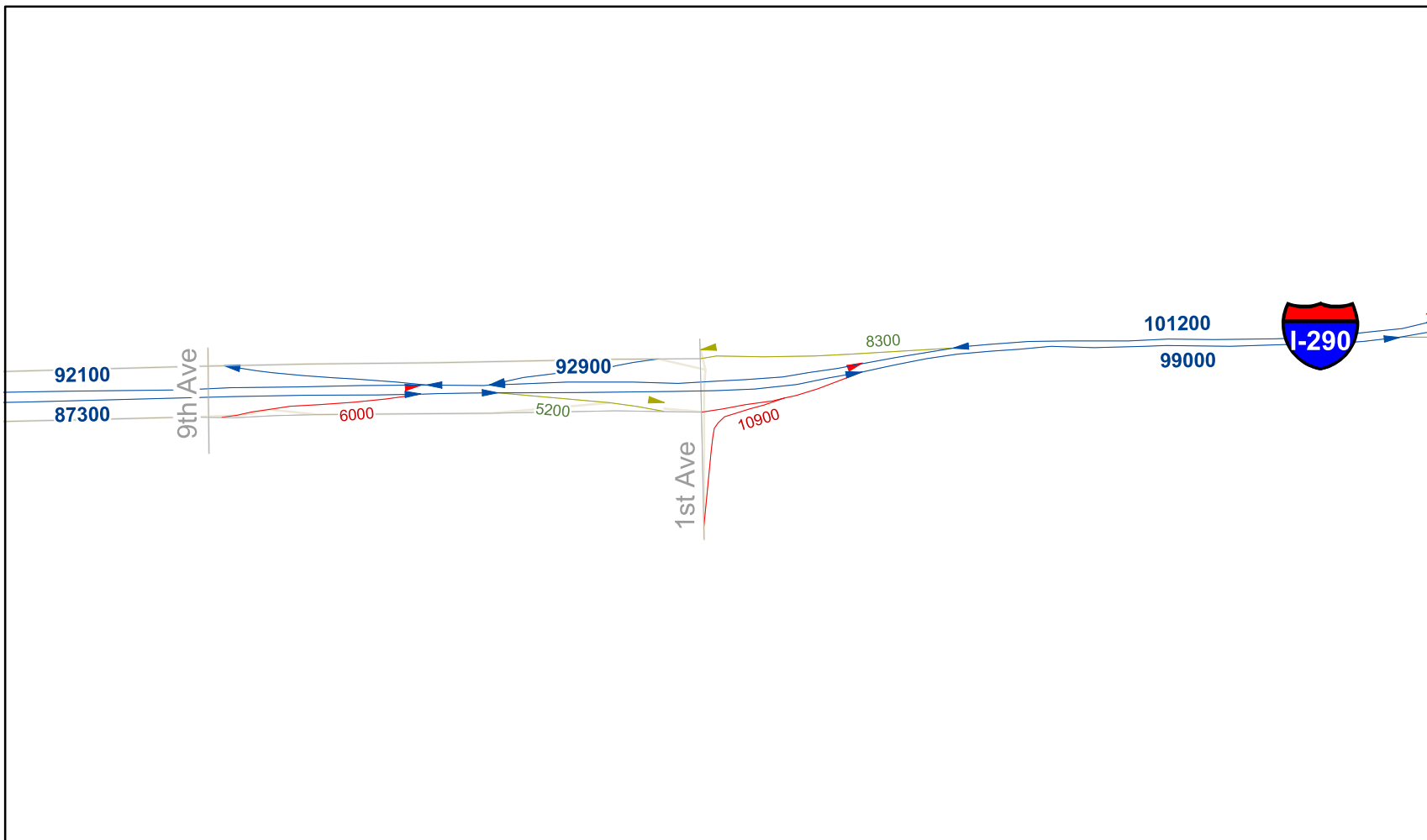




2001 AADT COUNTS

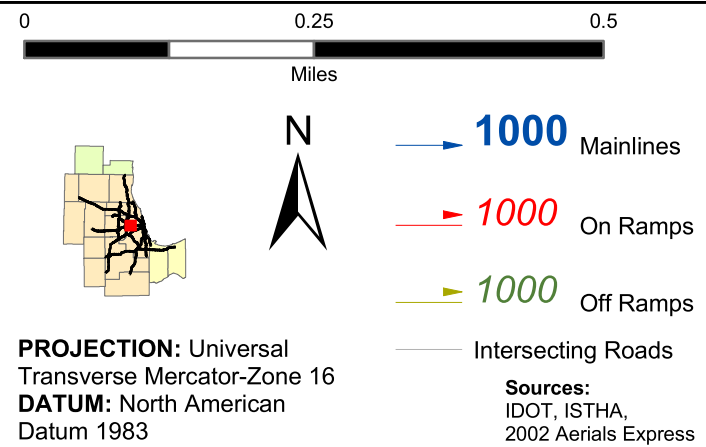
I-290 EISENHOWER EXPRESSWAY
@9TH AVE

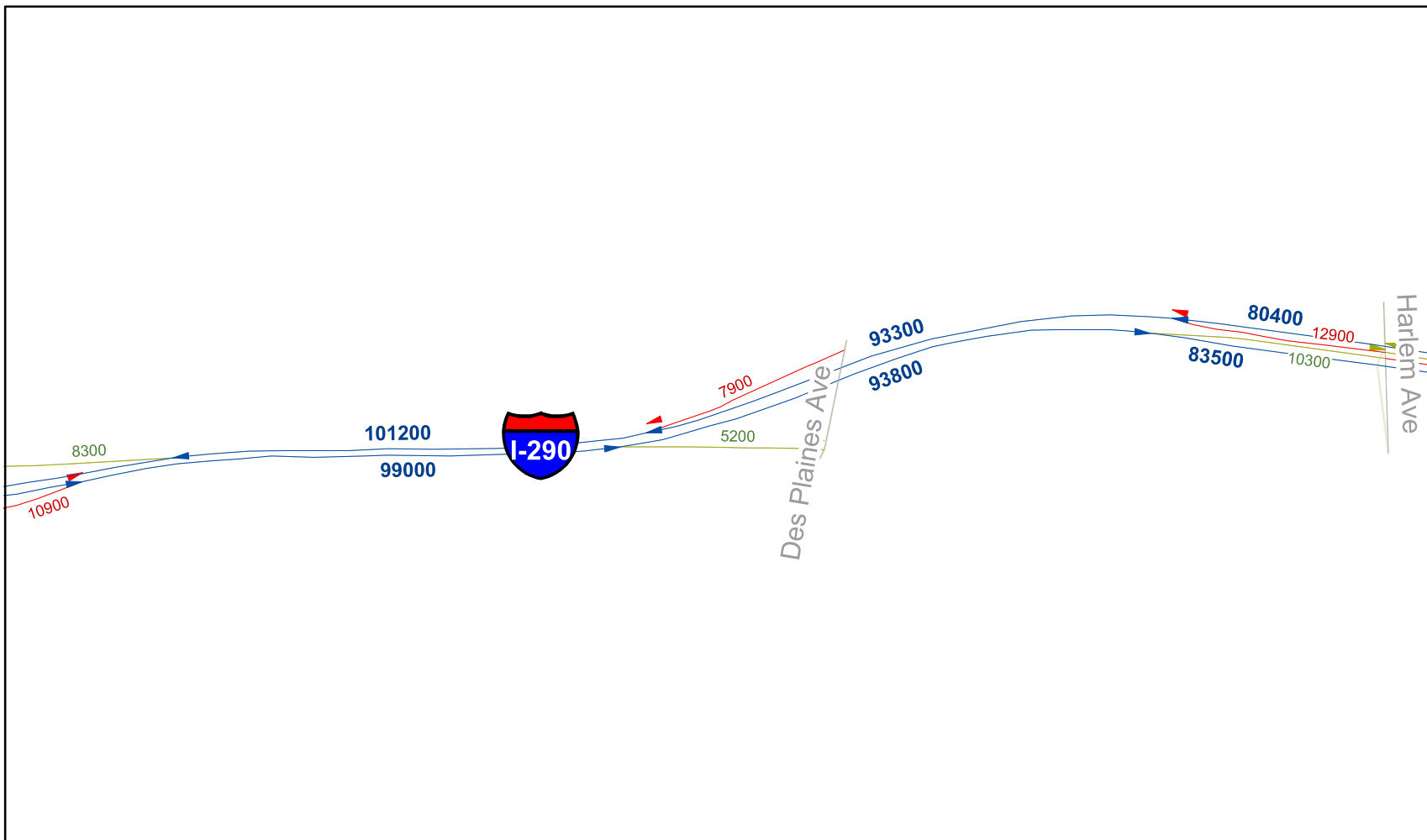




2001 AADT COUNTS

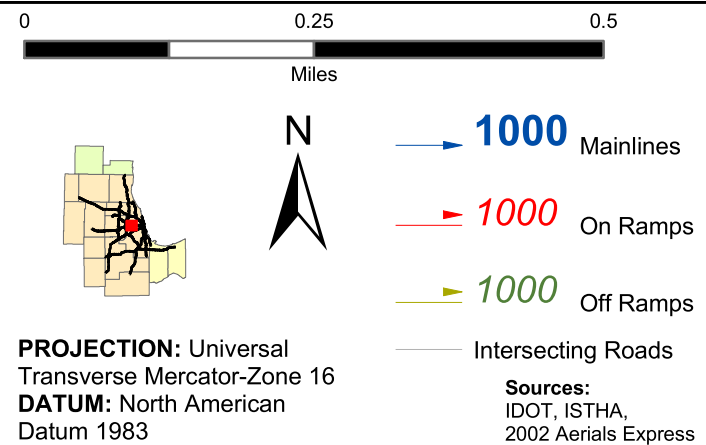
I-290 EISENHOWER EXPRESSWAY
@ 1ST AVE

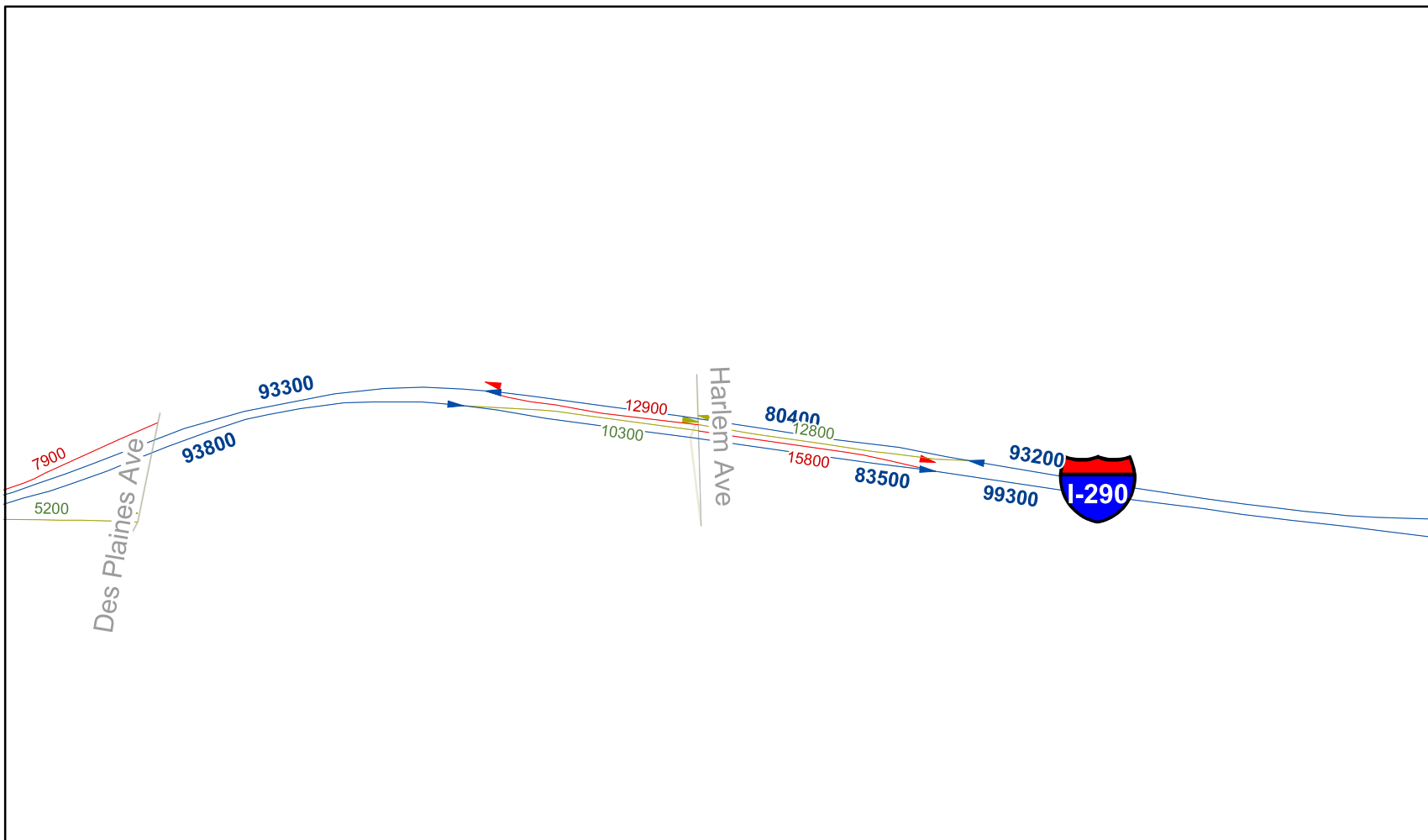




2001 AADT COUNTS

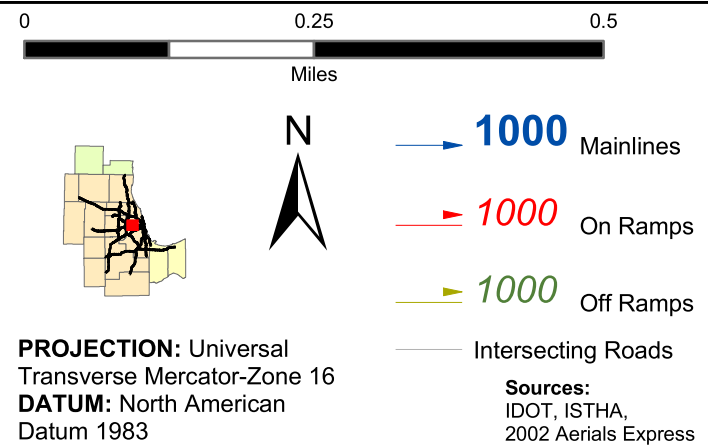
**I-290 EISENHOWER EXPRESSWAY
@ DES PLAINES AVE**

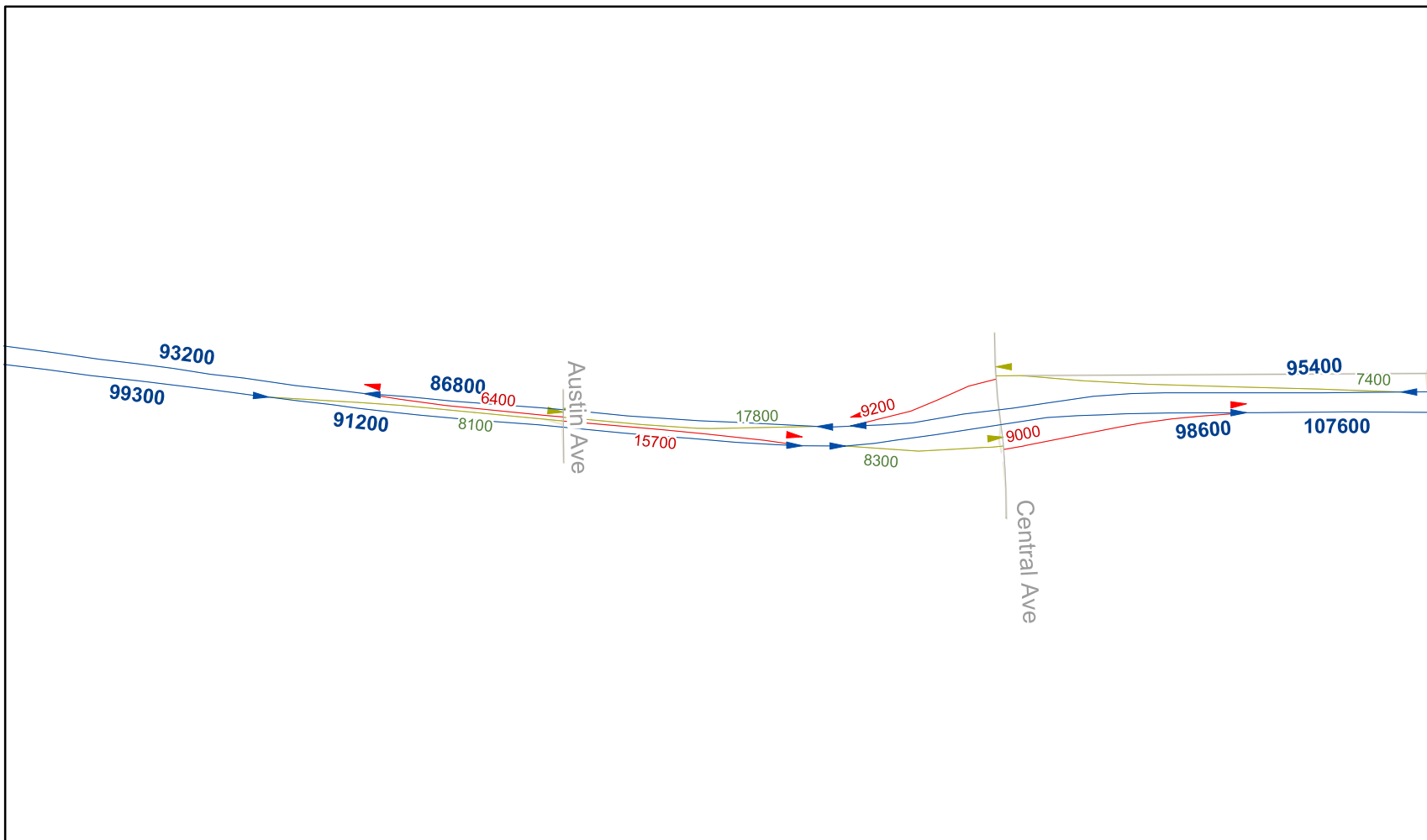




2001 AADT COUNTS

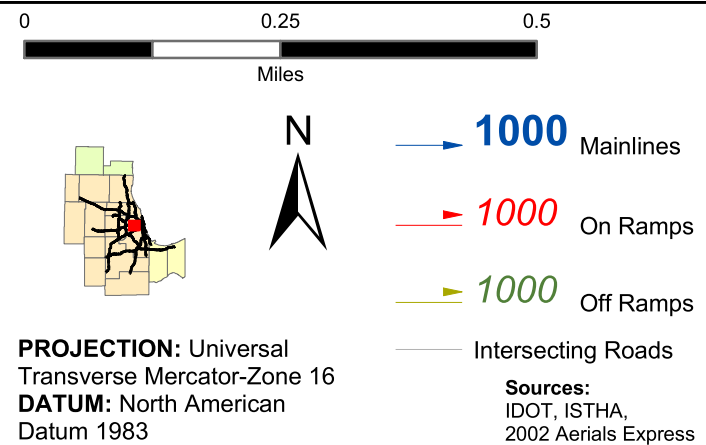
**I-290 EISENHOWER EXPRESSWAY
@ IL RTE 43 - HARLEM AVE**

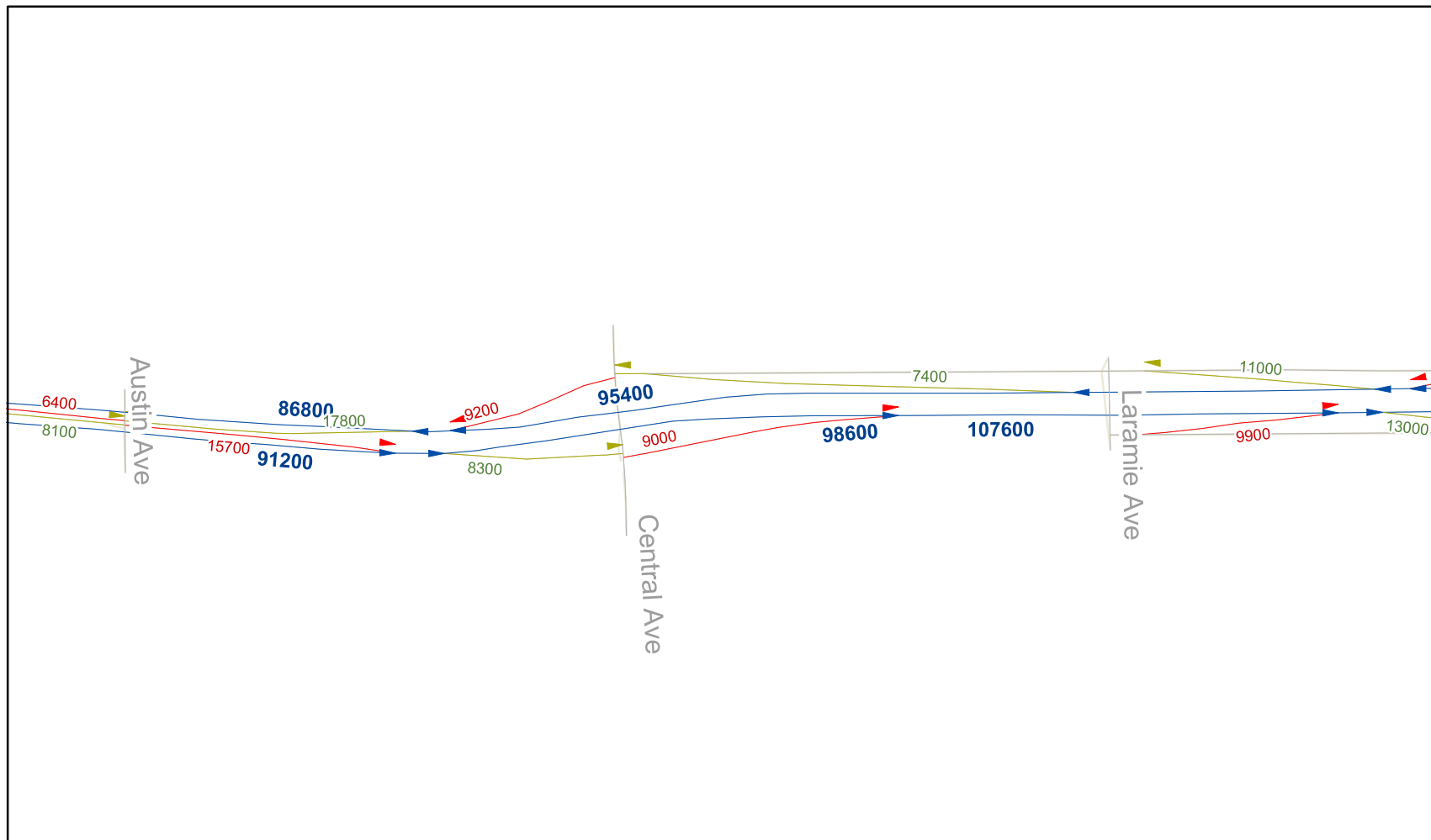




2001 AADT COUNTS

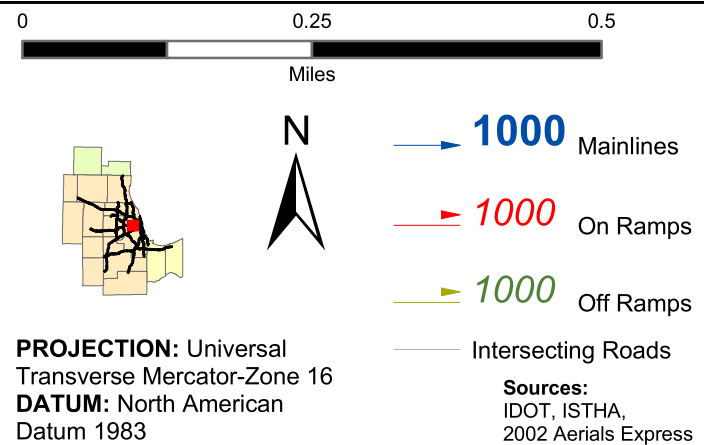
**I-290 EISENHOWER EXPRESSWAY
@AUSTIN BLVD**

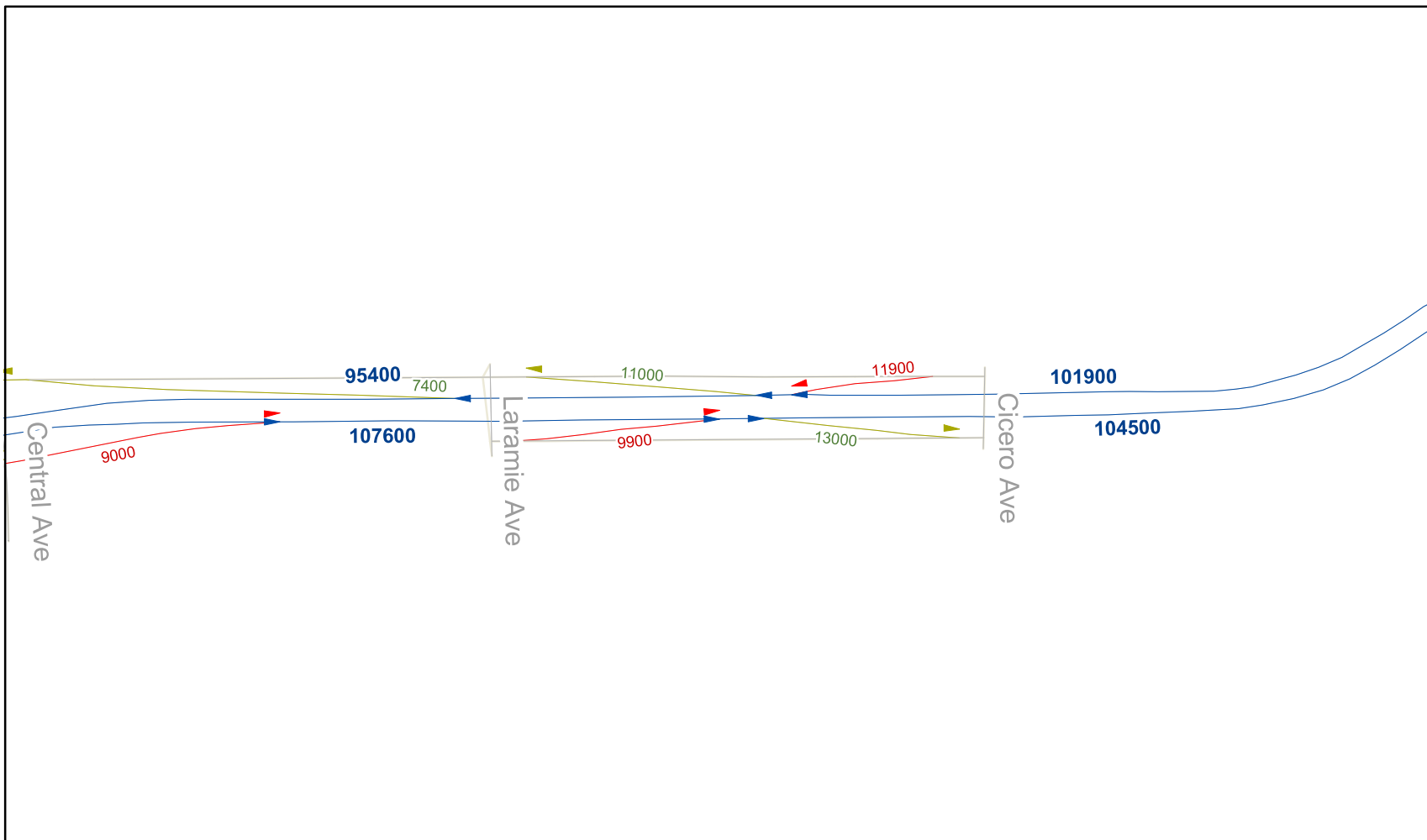




2001 AADT COUNTS

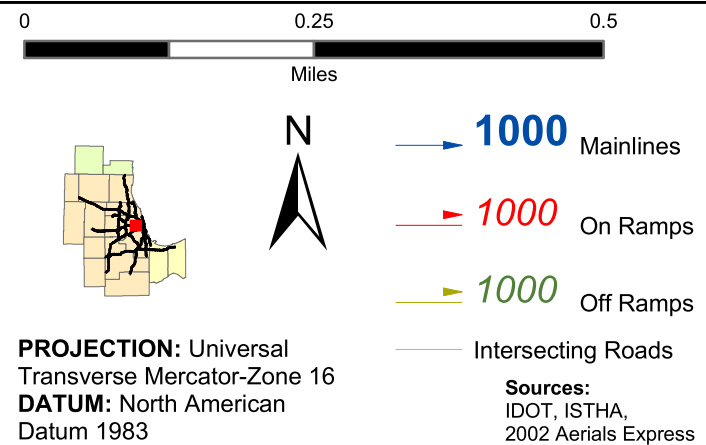
I-290 EISENHOWER EXPRESSWAY
@ CENTRAL AVE

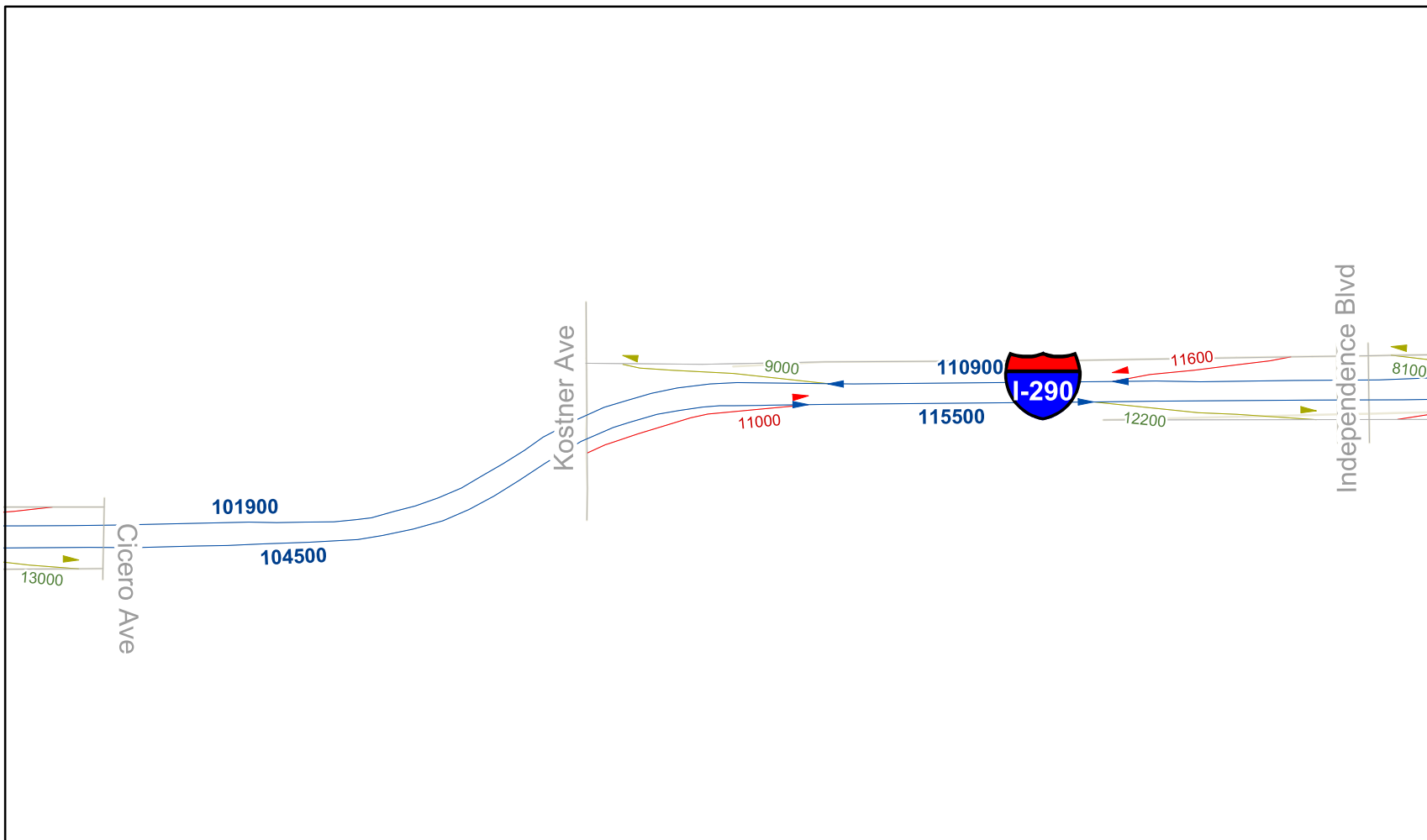




2001 AADT COUNTS

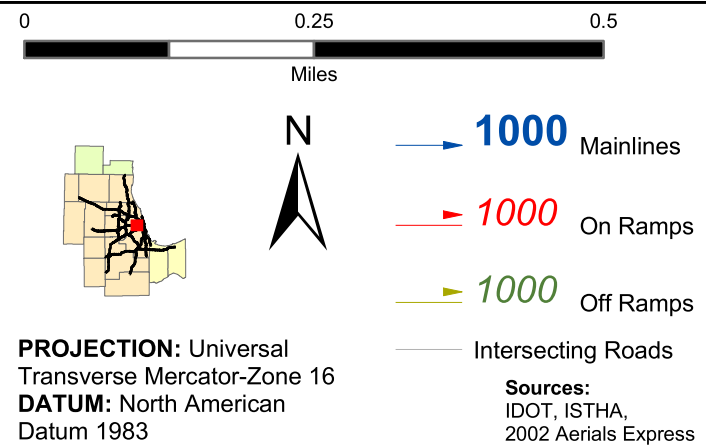
**I-290 EISENHOWER EXPRESSWAY
@ IL RTE 50 - CICERO AVE AND
LARAMIE AVE**

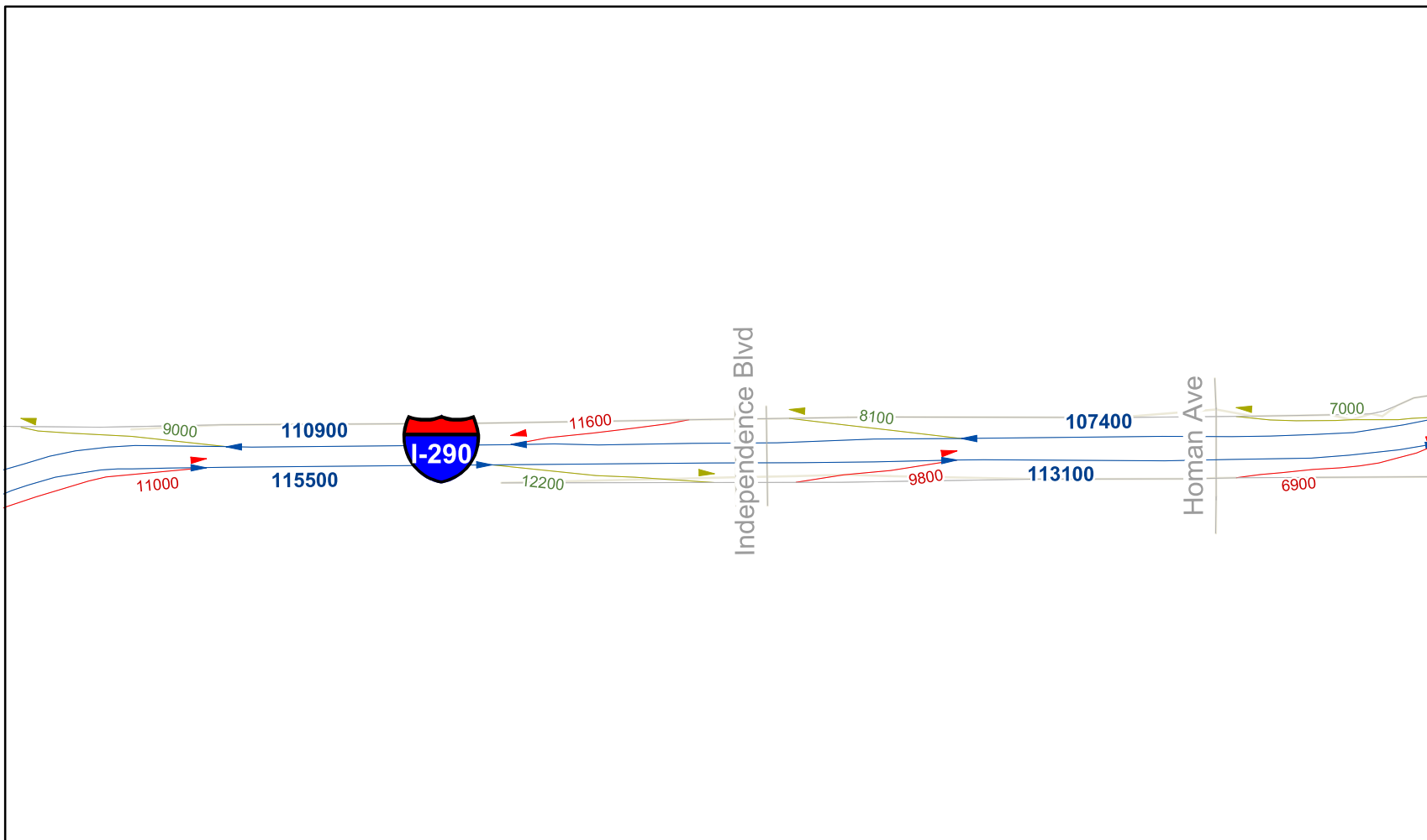




2001 AADT COUNTS

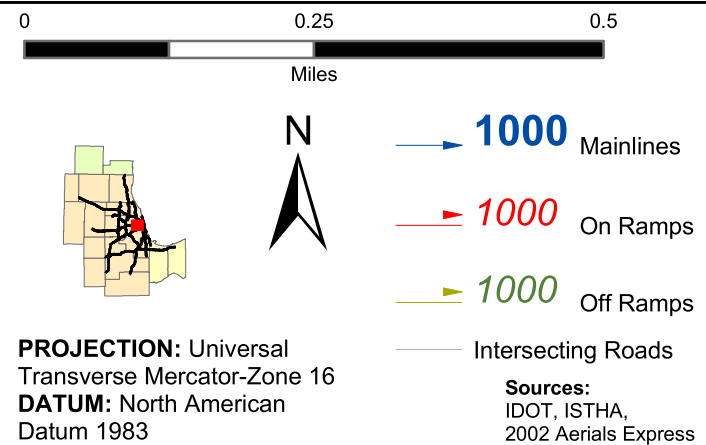
**I-290 EISENHOWER EXPRESSWAY
@ KOSTNER AVE**

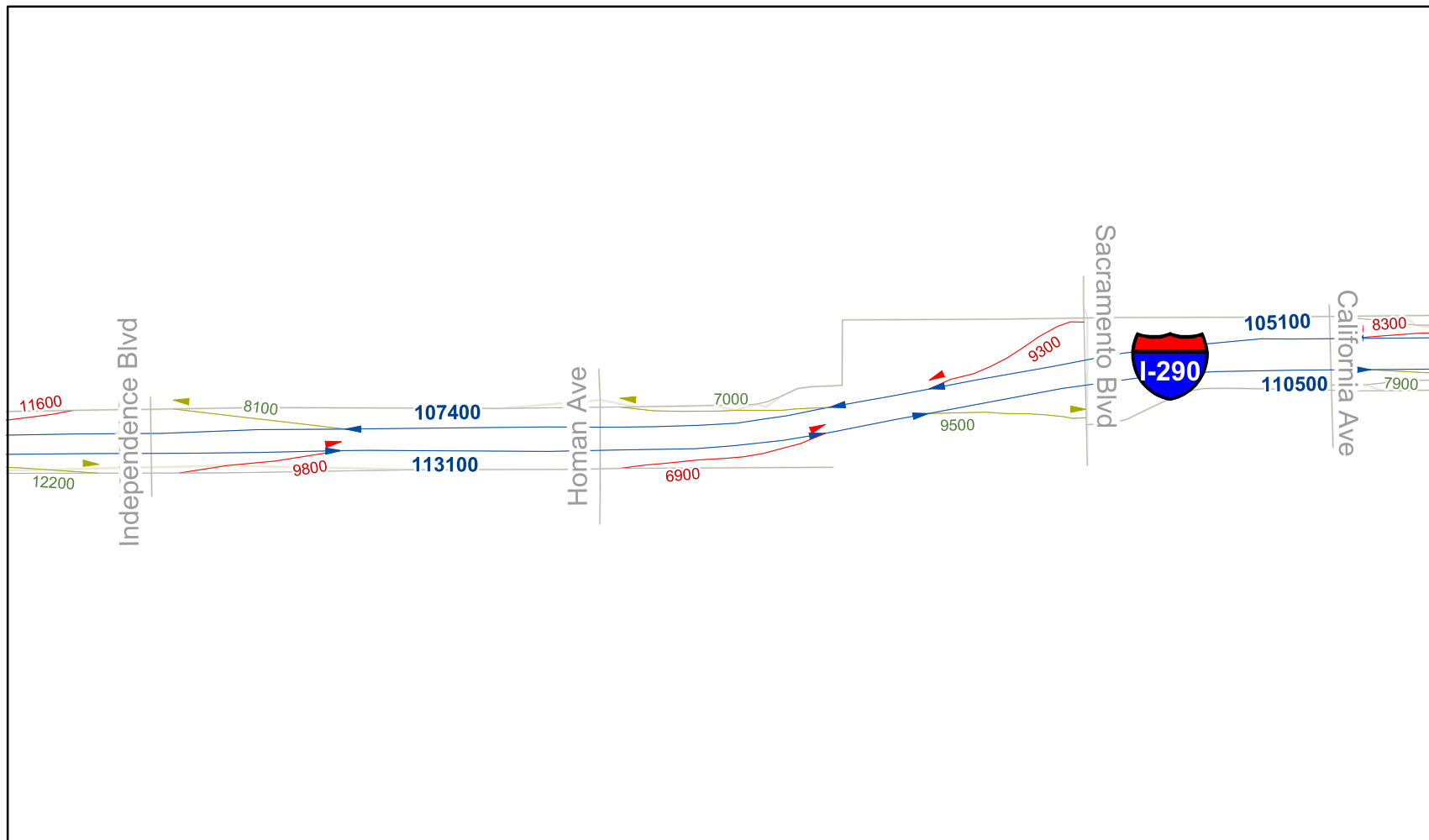




2001 AADT COUNTS

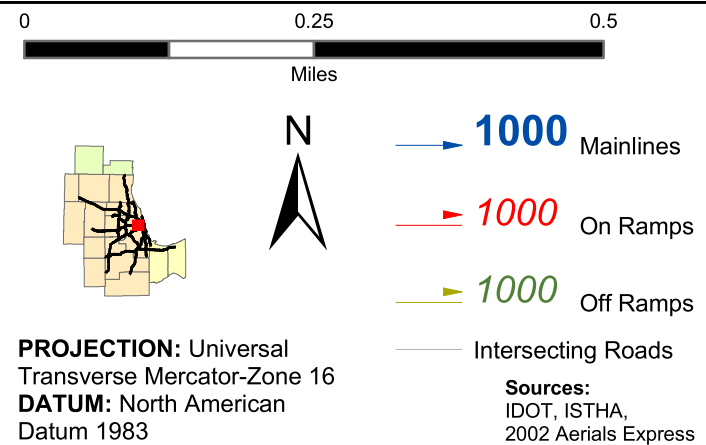
I-290 EISENHOWER EXPRESSWAY
@ INDEPENDENCE BLVD

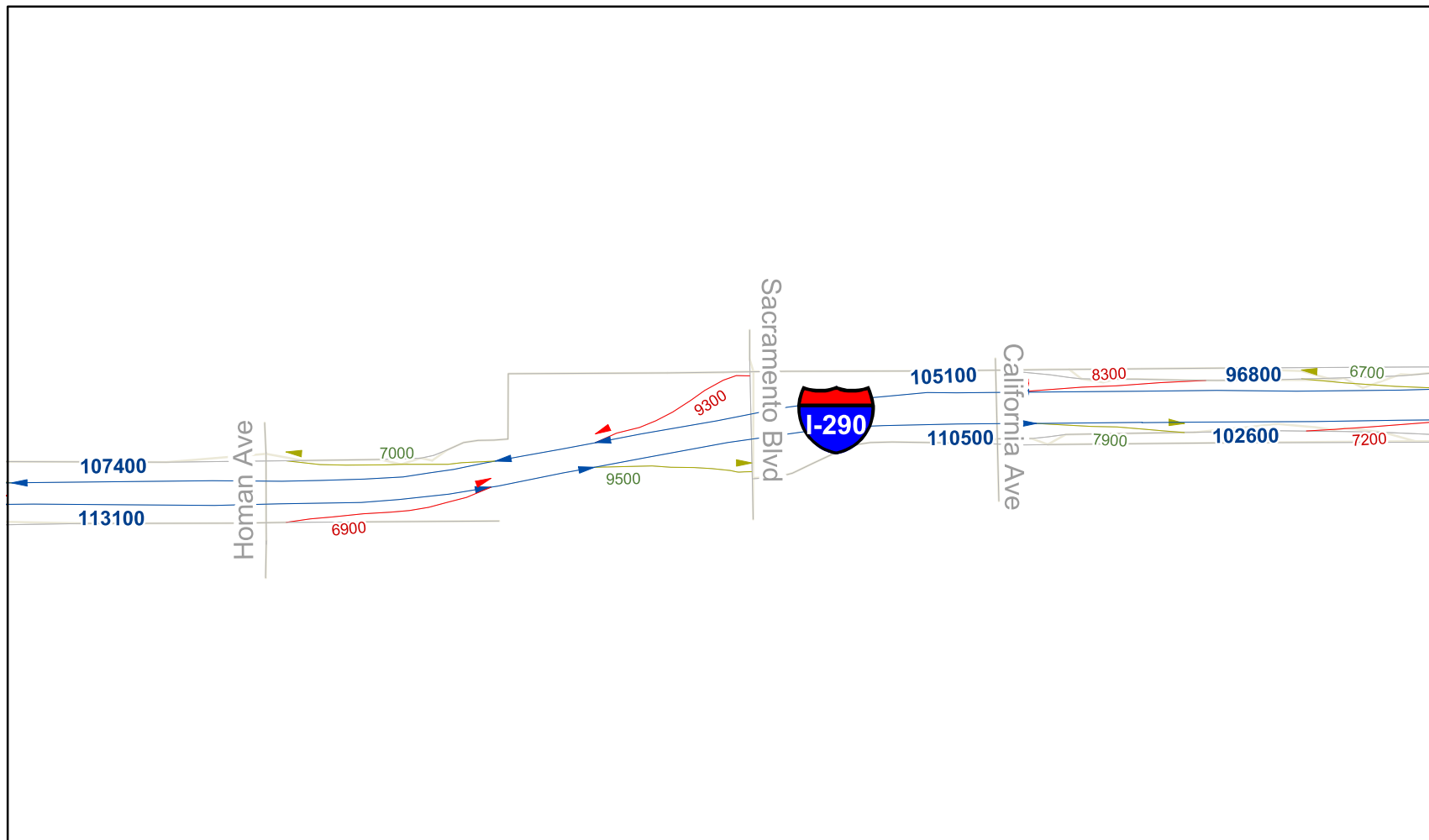




2001 AADT COUNTS

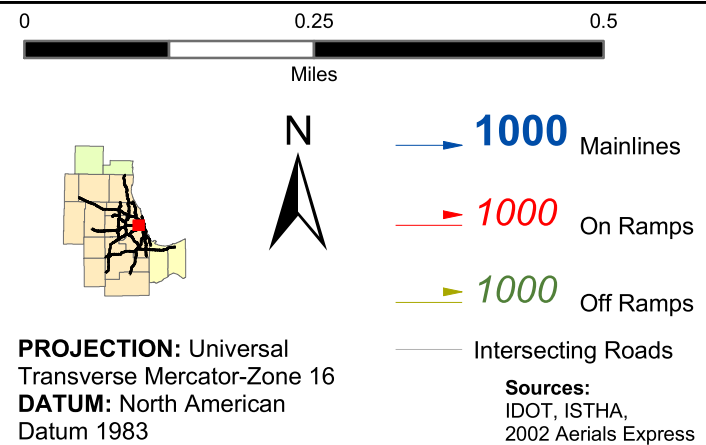
**I-290 EISENHOWER EXPRESSWAY
@ HOMAN AVE**

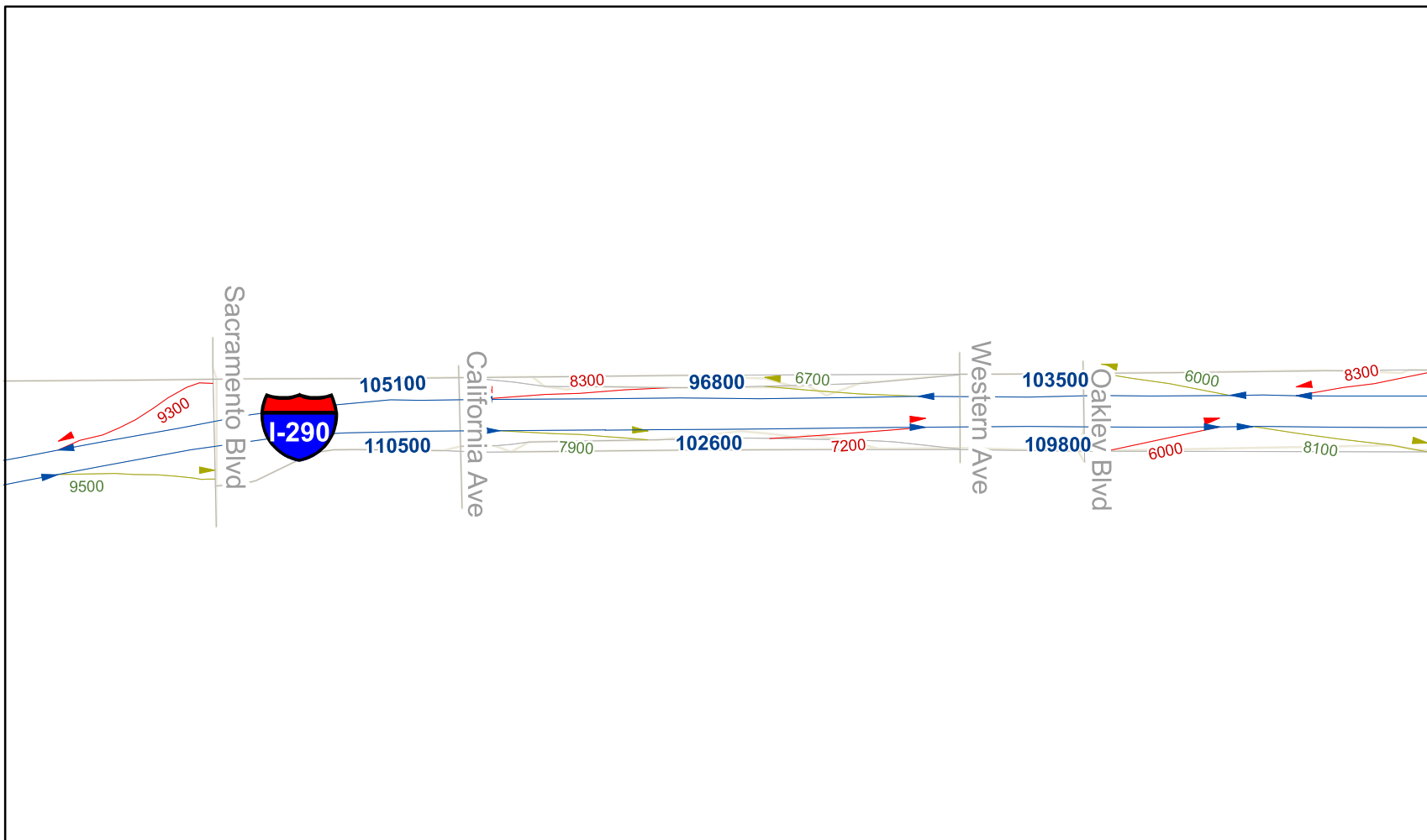




2001 AADT COUNTS

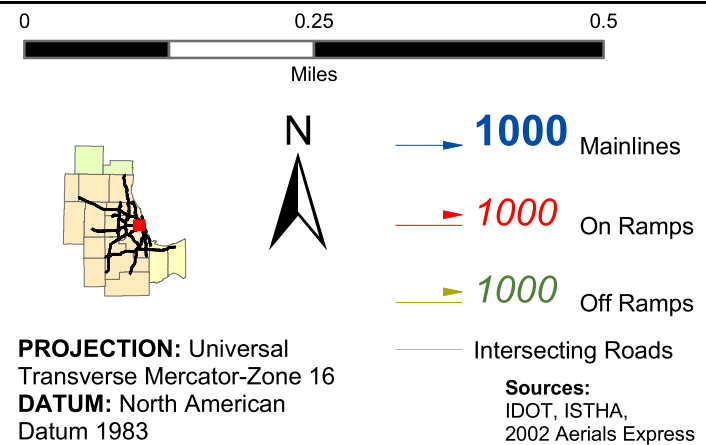
**I-290 EISENHOWER EXPRESSWAY
@ SACRAMENTO BLVD**

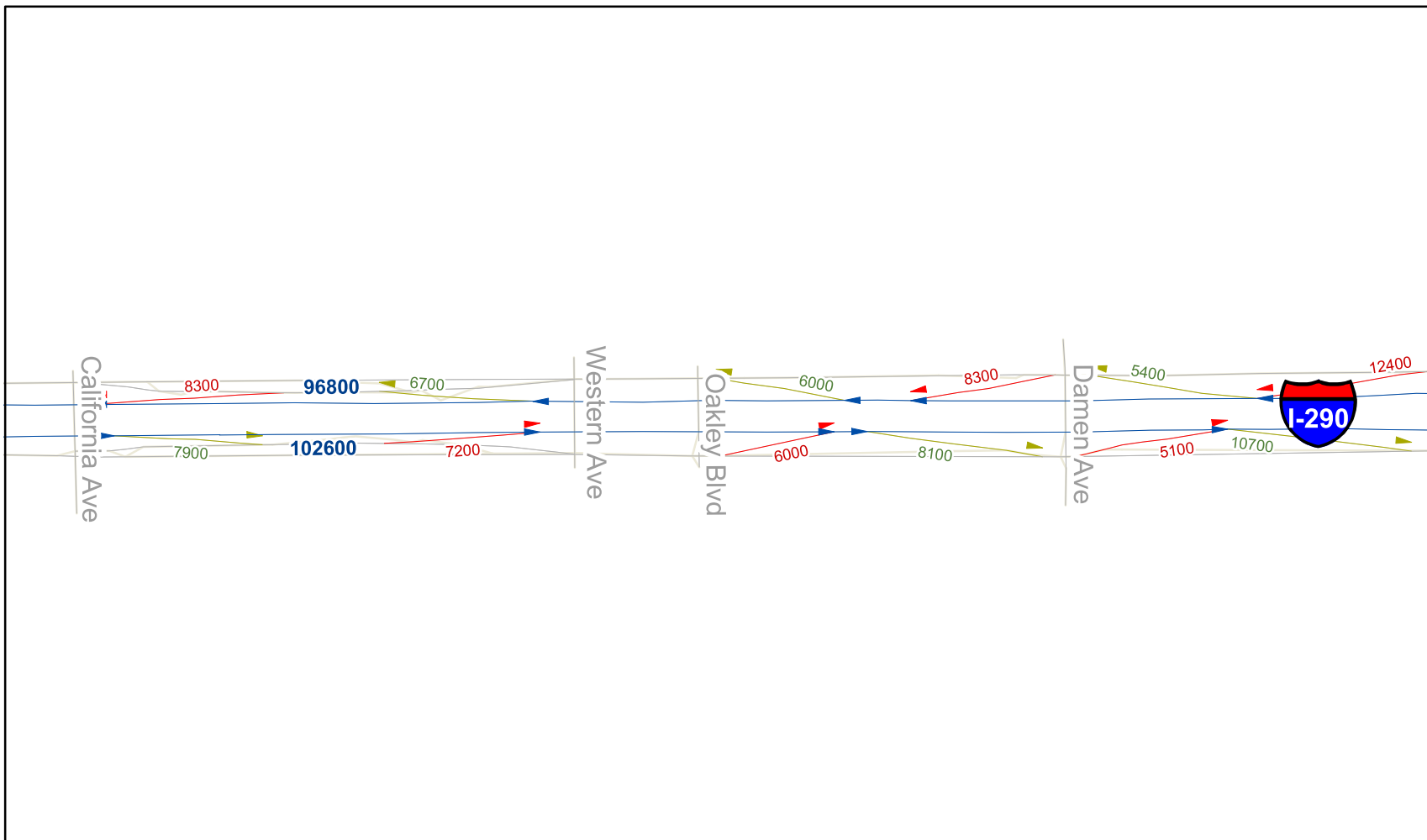




2001 AADT COUNTS

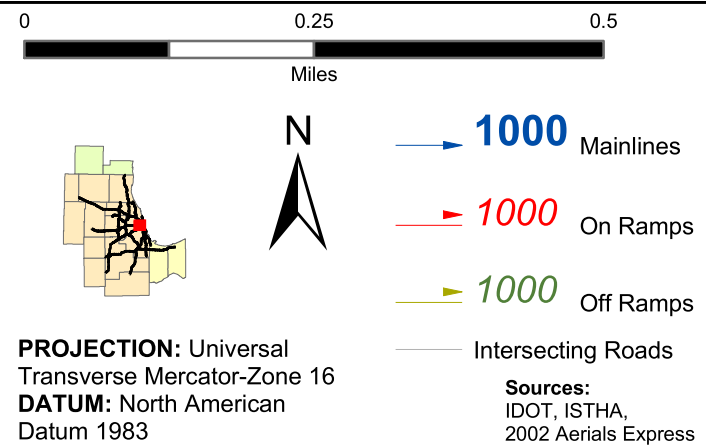
**I-290 EISENHOWER EXPRESSWAY
@ CALIFORNIA AVE AND WESTERN
AVE**

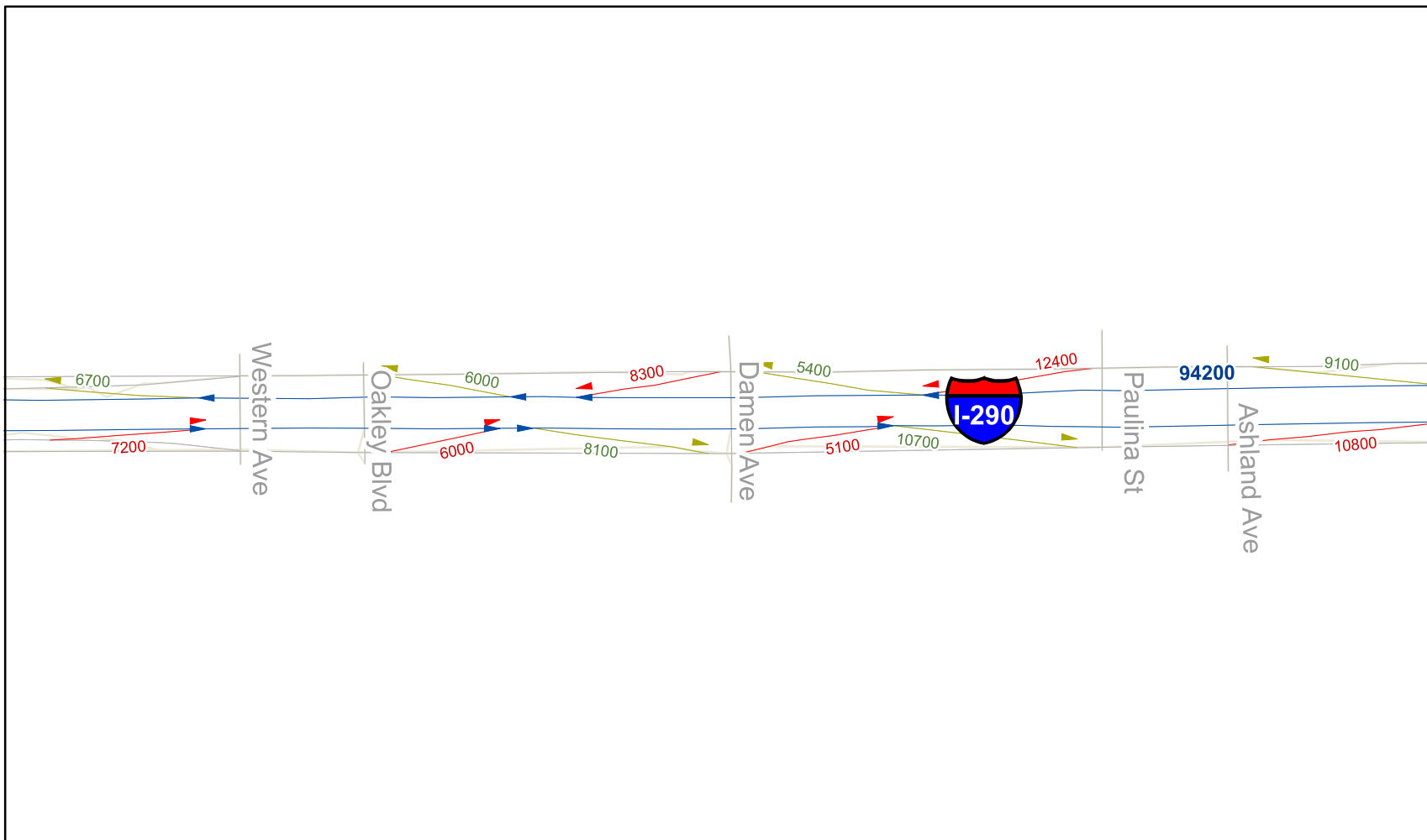




2001 AADT COUNTS

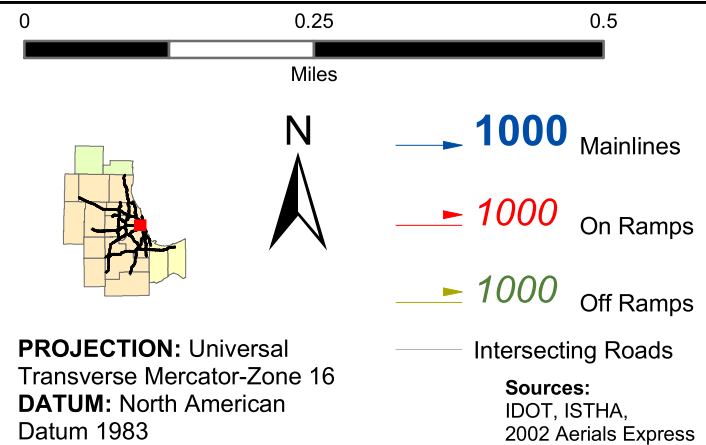
**I-290 EISENHOWER EXPRESSWAY
@ OAKLEY BLVD**

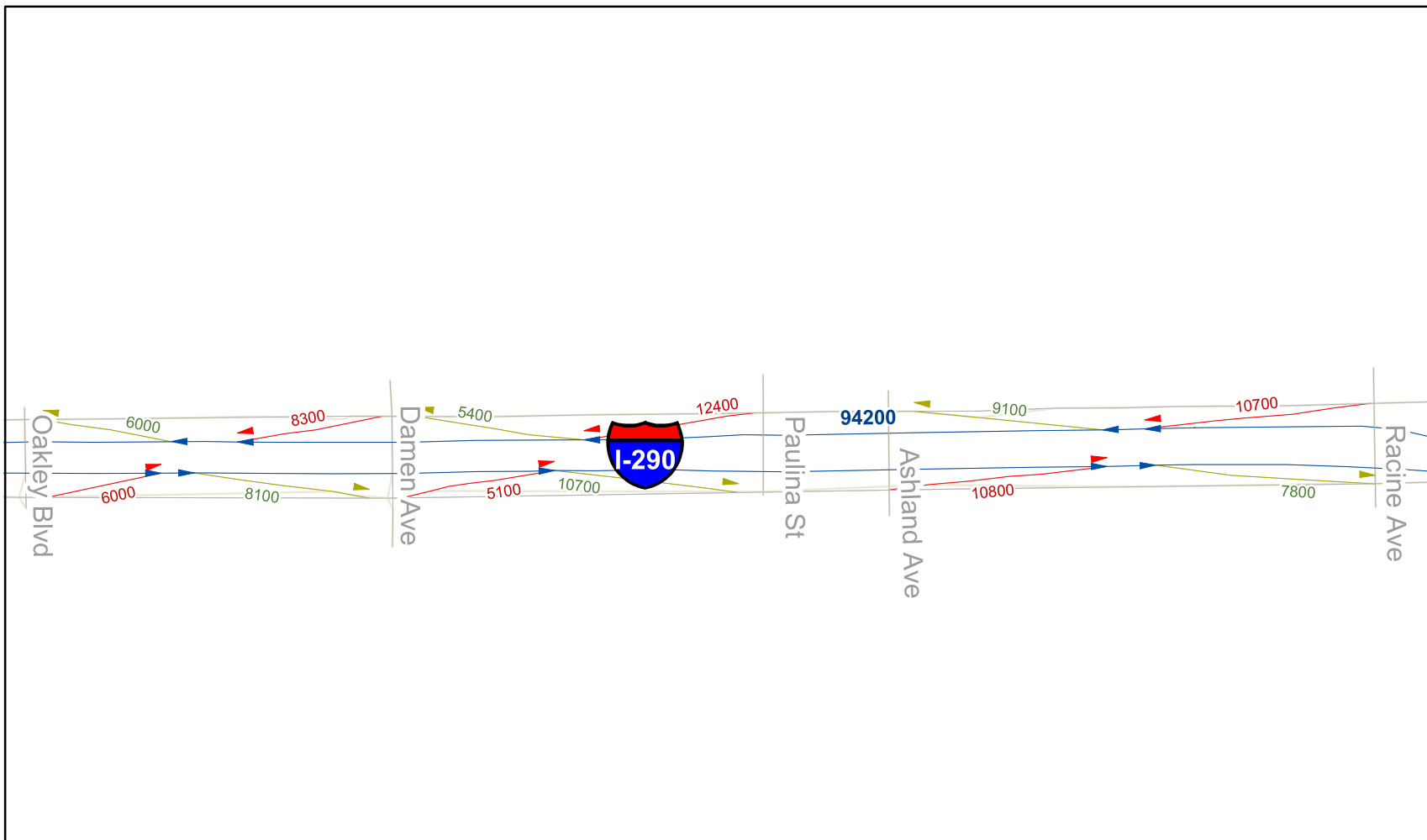




2001 AADT COUNTS

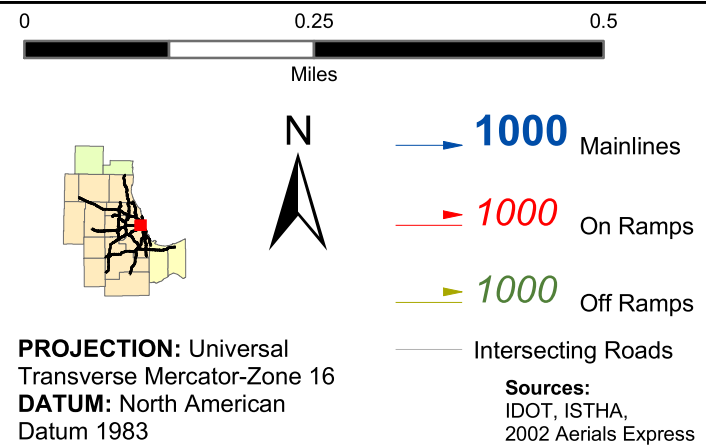
**I-290 EISENHOWER EXPRESSWAY
@ DAMEN AVE**

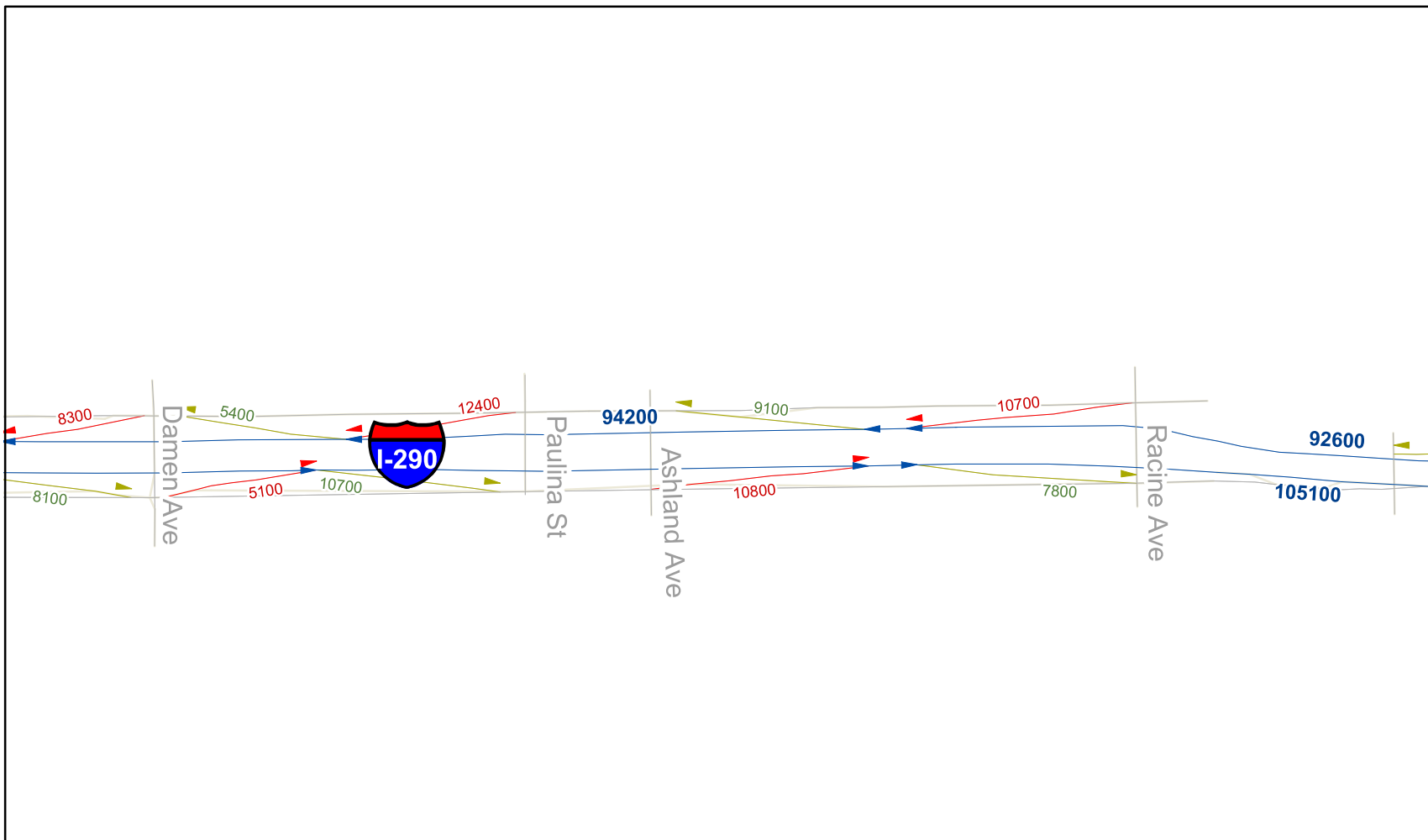




2001 AADT COUNTS

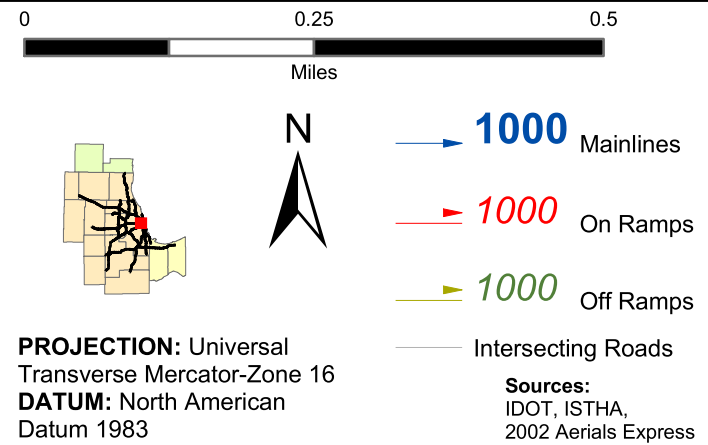
**I-290 EISENHOWER EXPRESSWAY
@PAULINA ST**

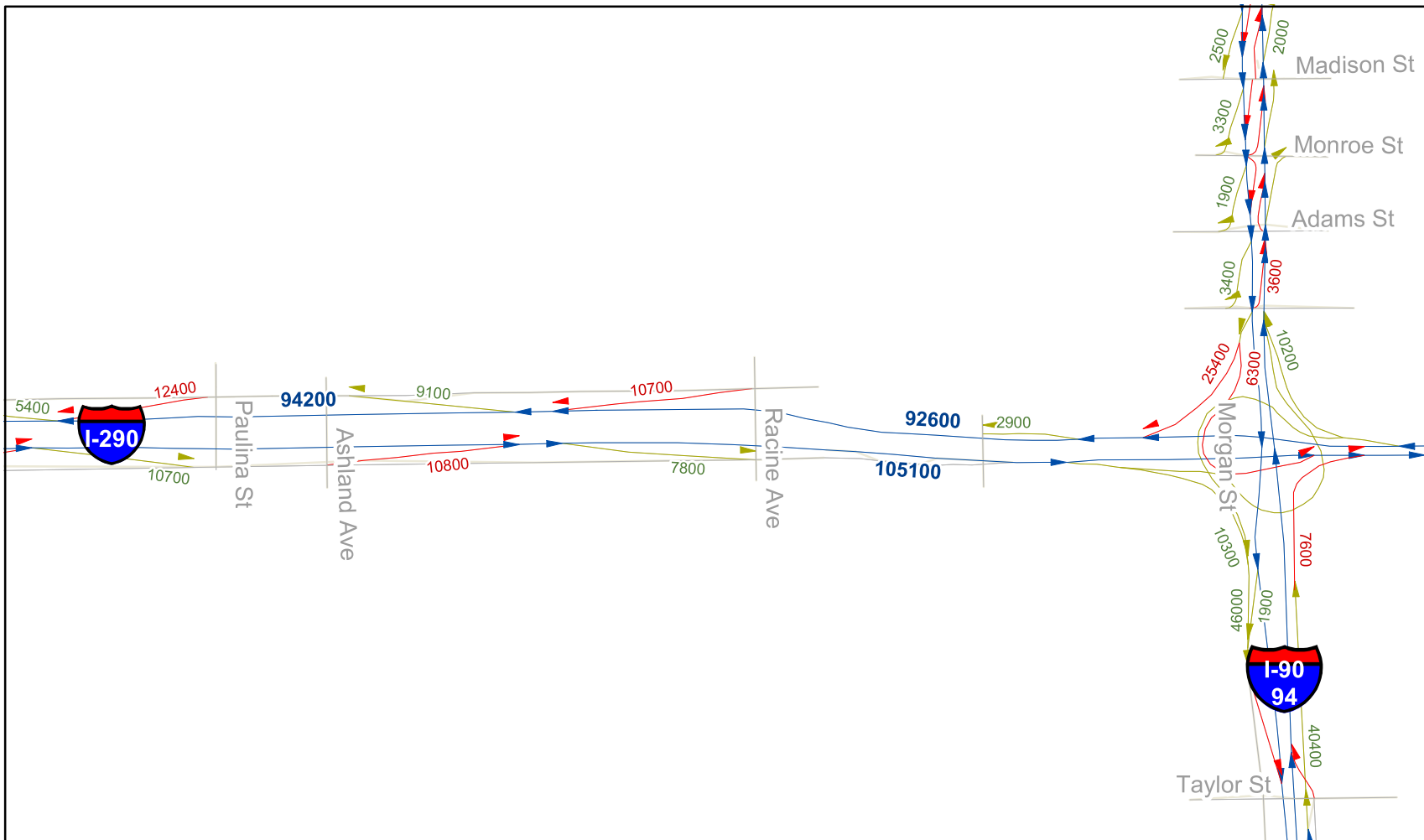




2001 AADT COUNTS

**I-290 EISENHOWER EXPRESSWAY
@ ASHLAND AVE**





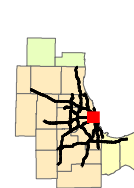
2001 AADT COUNTS

I-290 EISENHOWER EXPRESSWAY
@ RACINE AVE



0 0.25 0.5

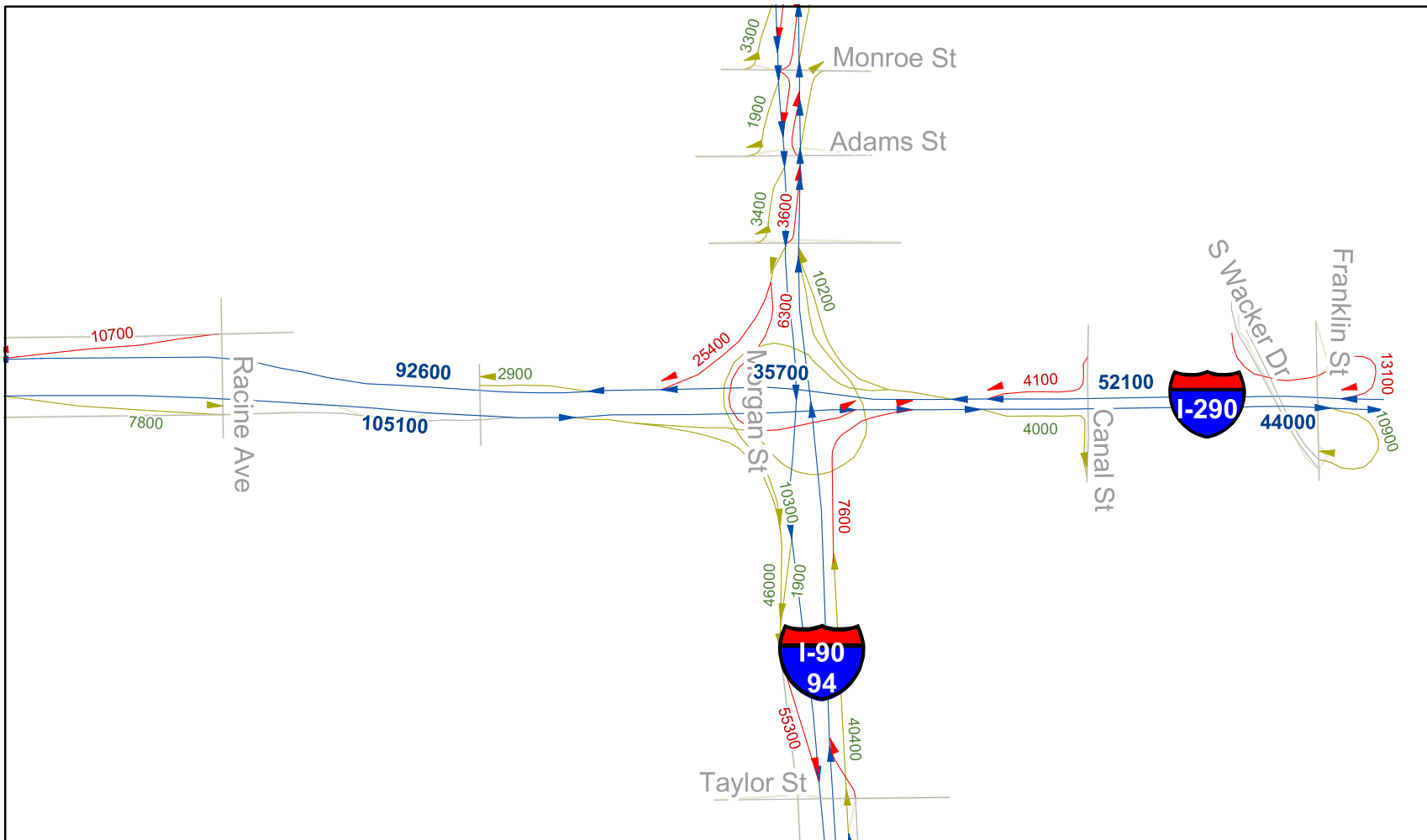
Miles



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

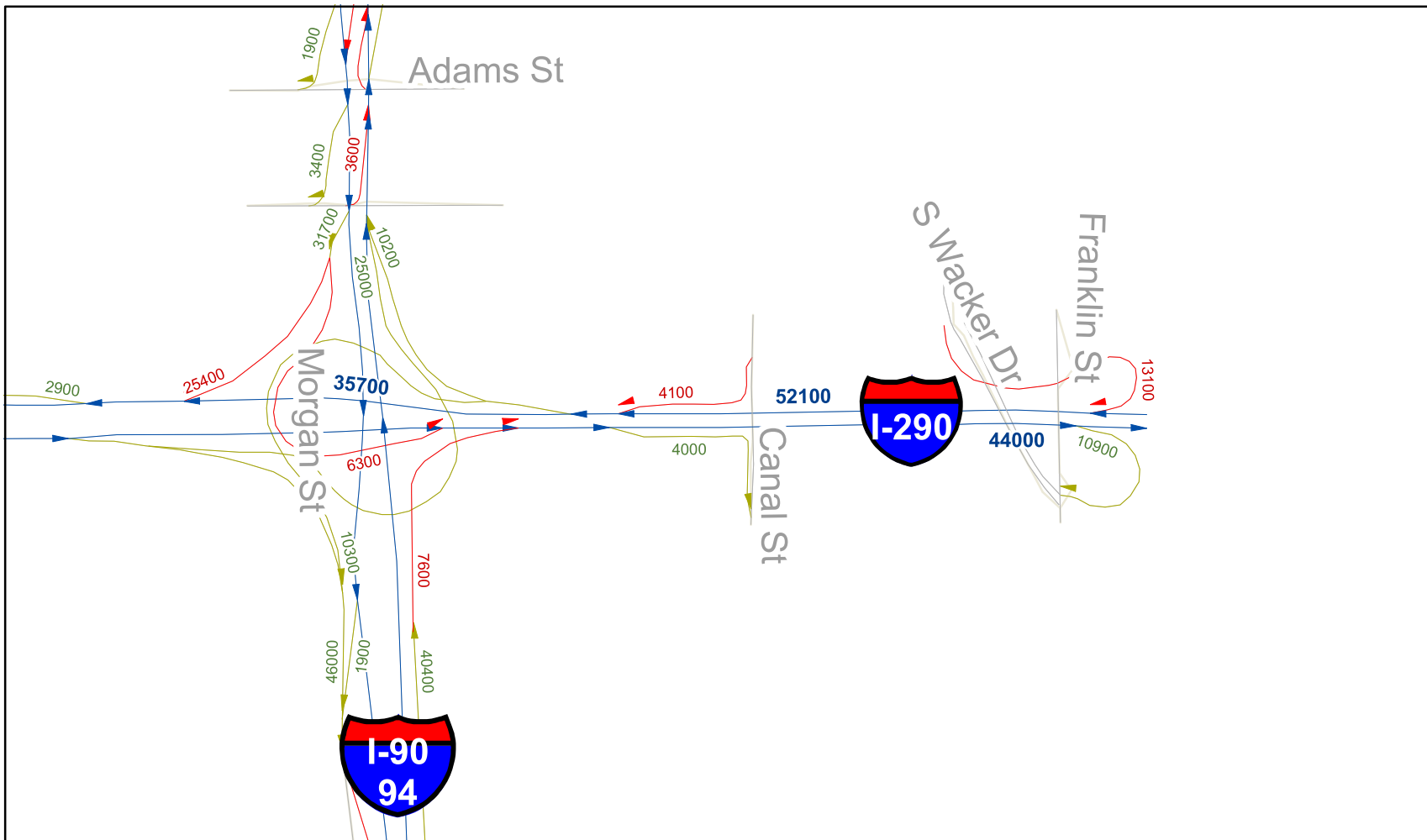


2001 AADT COUNTS

**I-290 EISENHOWER EXPRESSWAY
@ I-90-94 DAN RYAN EXPRESSWAY**



The Chicago Area Transportation Study

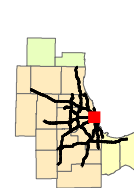


2001 AADT COUNTS

**I-290 EISENHOWER EXPRESSWAY
@ CANAL ST**



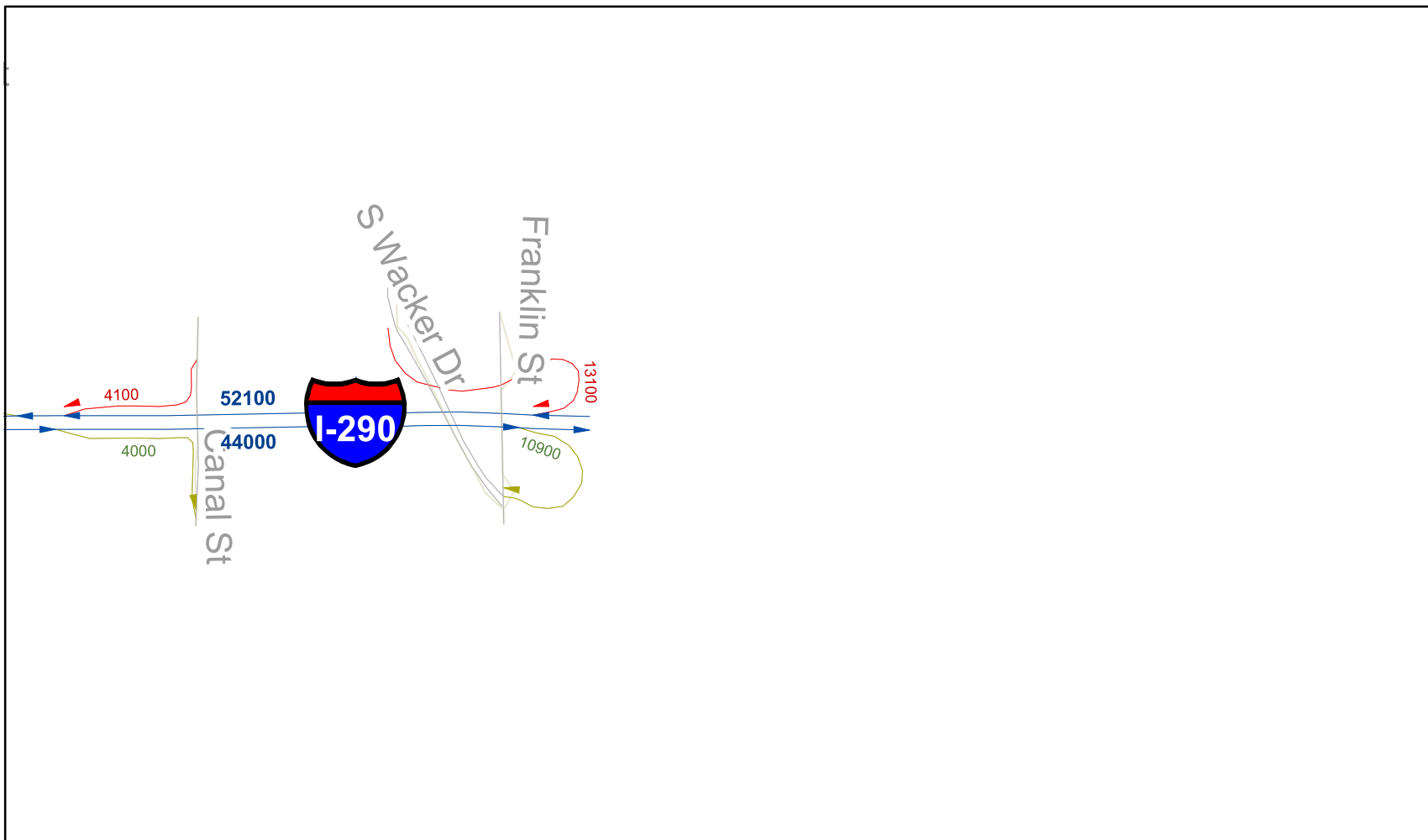
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

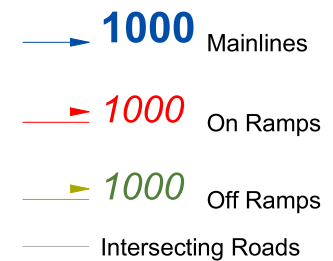
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



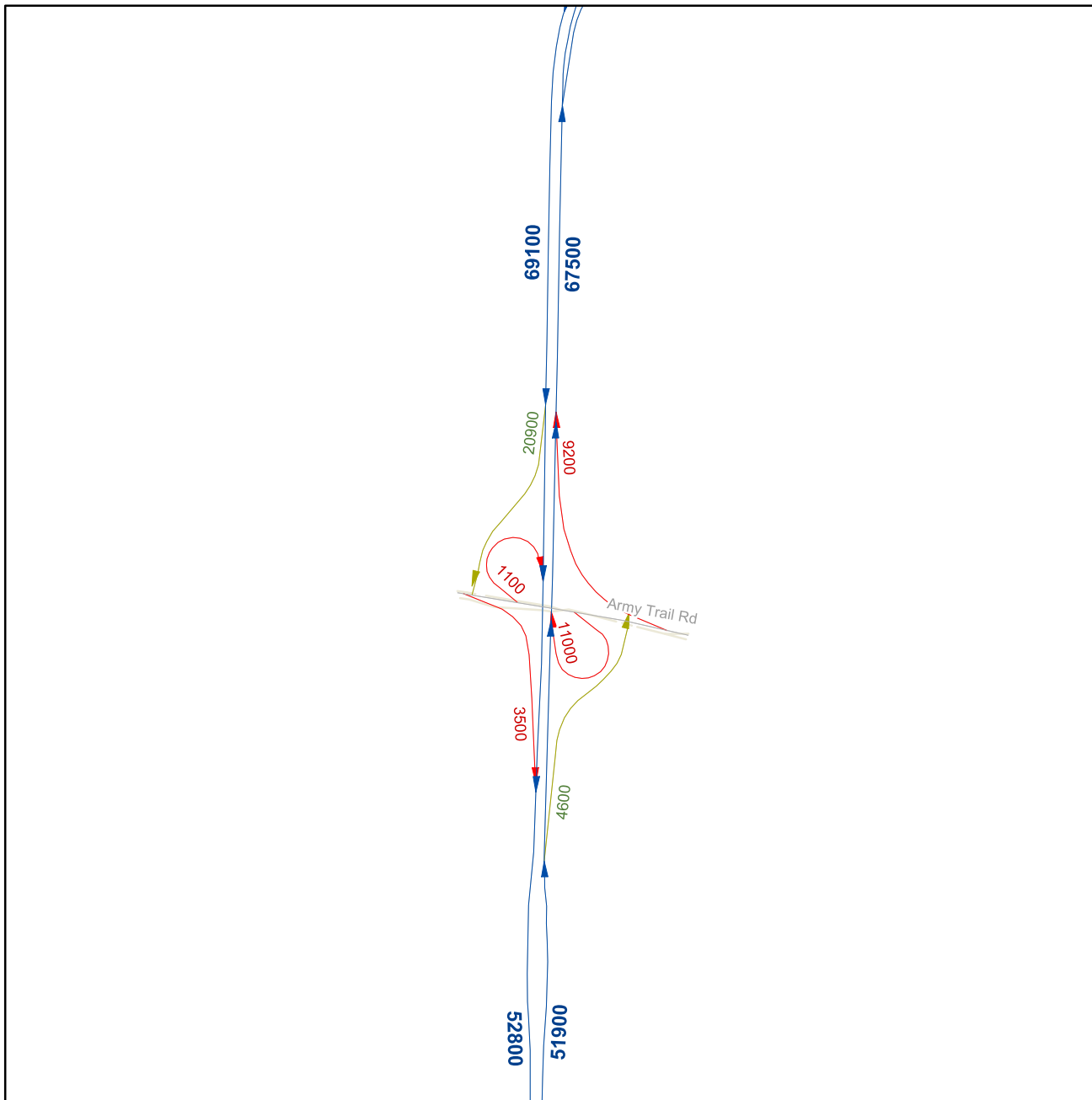
2001 AADT COUNTS

**I-290 EISENHOWER EXPRESSWAY
@ WACKER DRIVE AND FRANKLIN
ST**



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

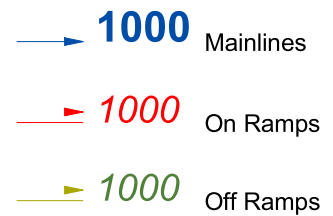


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @ ARMY TRAIL
RD**

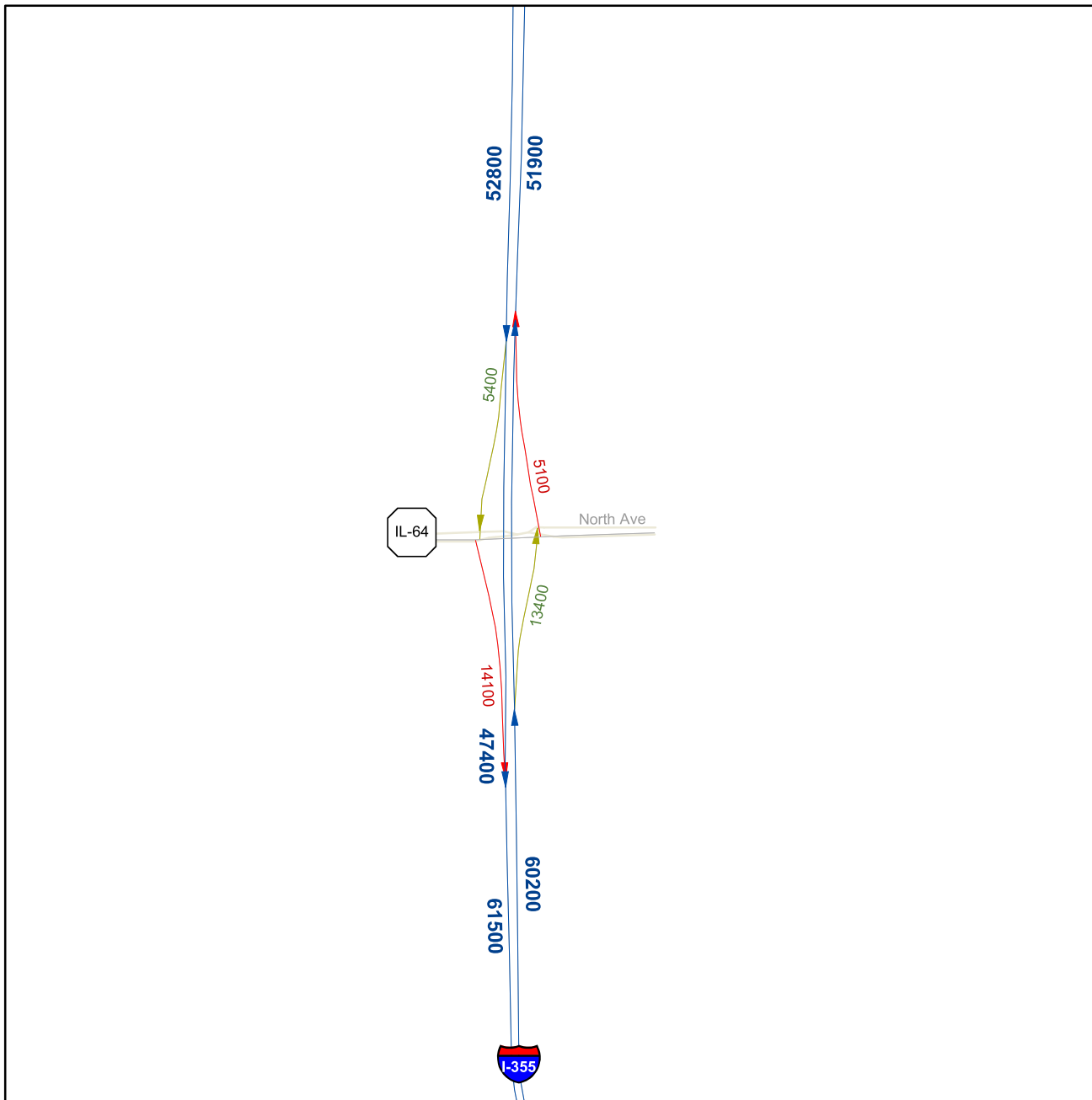


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

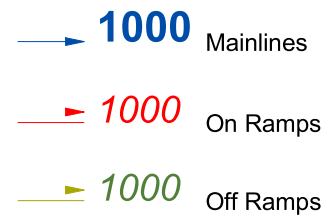
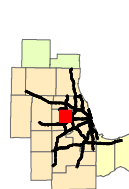
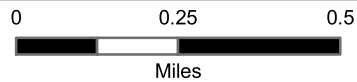


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @ IL RTE
64 - NORTH AVE**

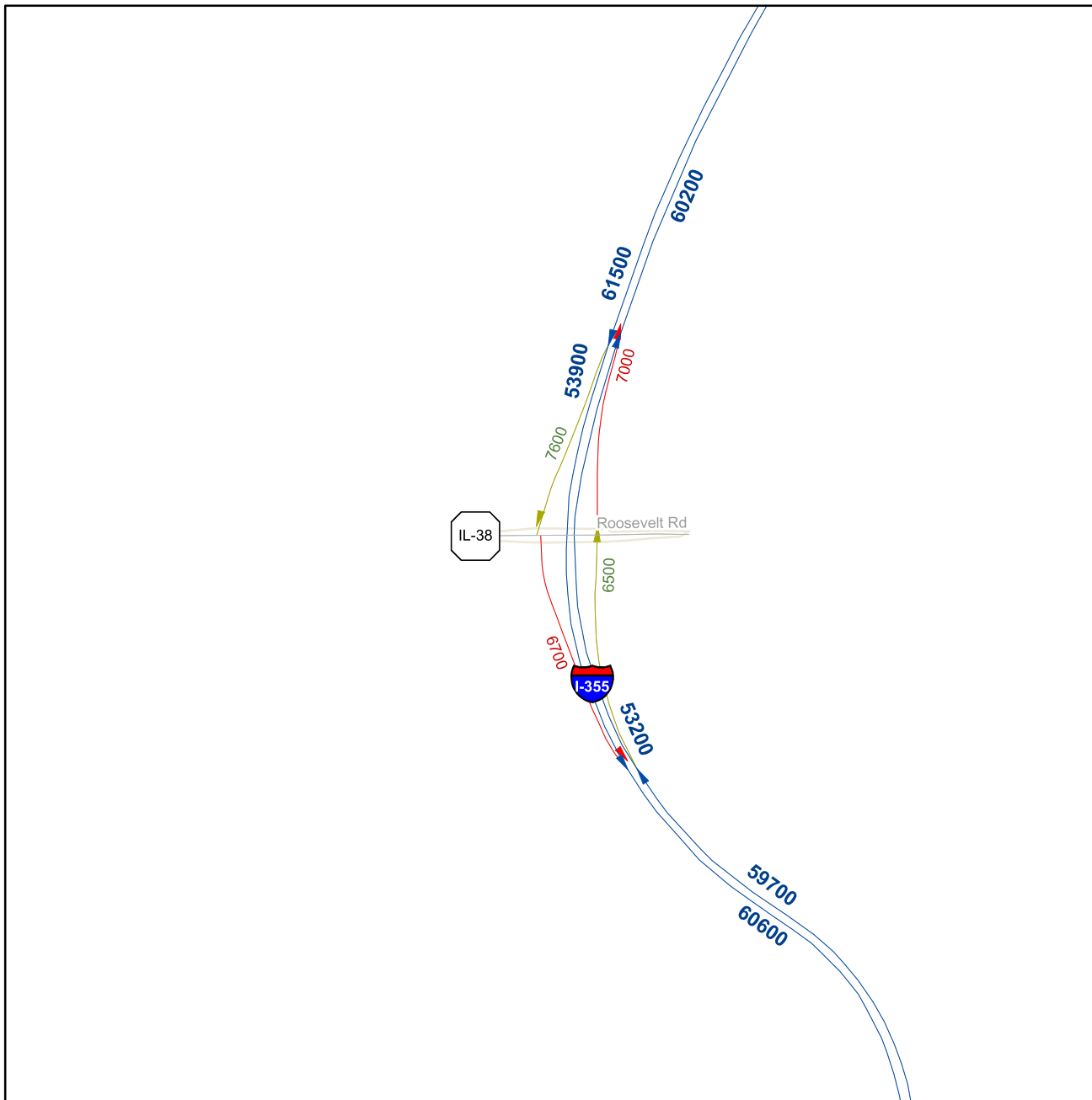


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

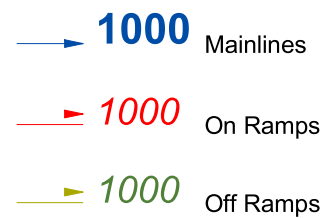
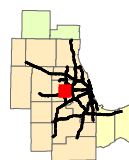


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @ IL RTE
38 - ROOSEVELT RD**

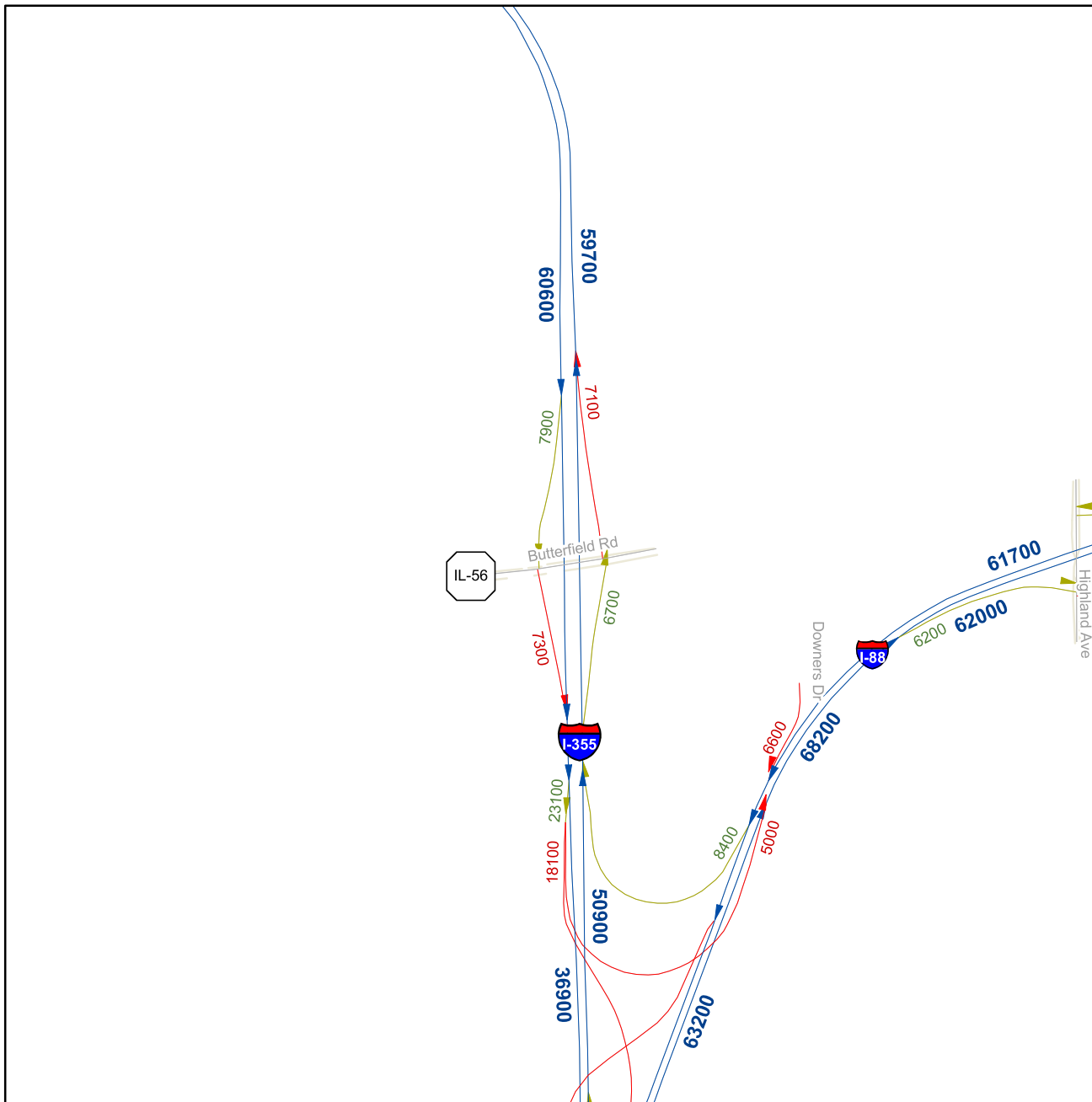


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

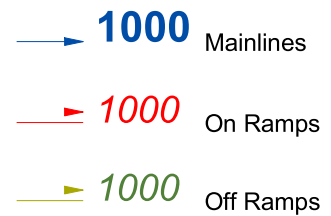
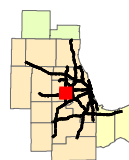
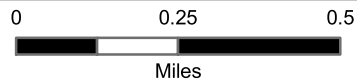


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @IL RTE
56 - BUTTERFIELD
RD**

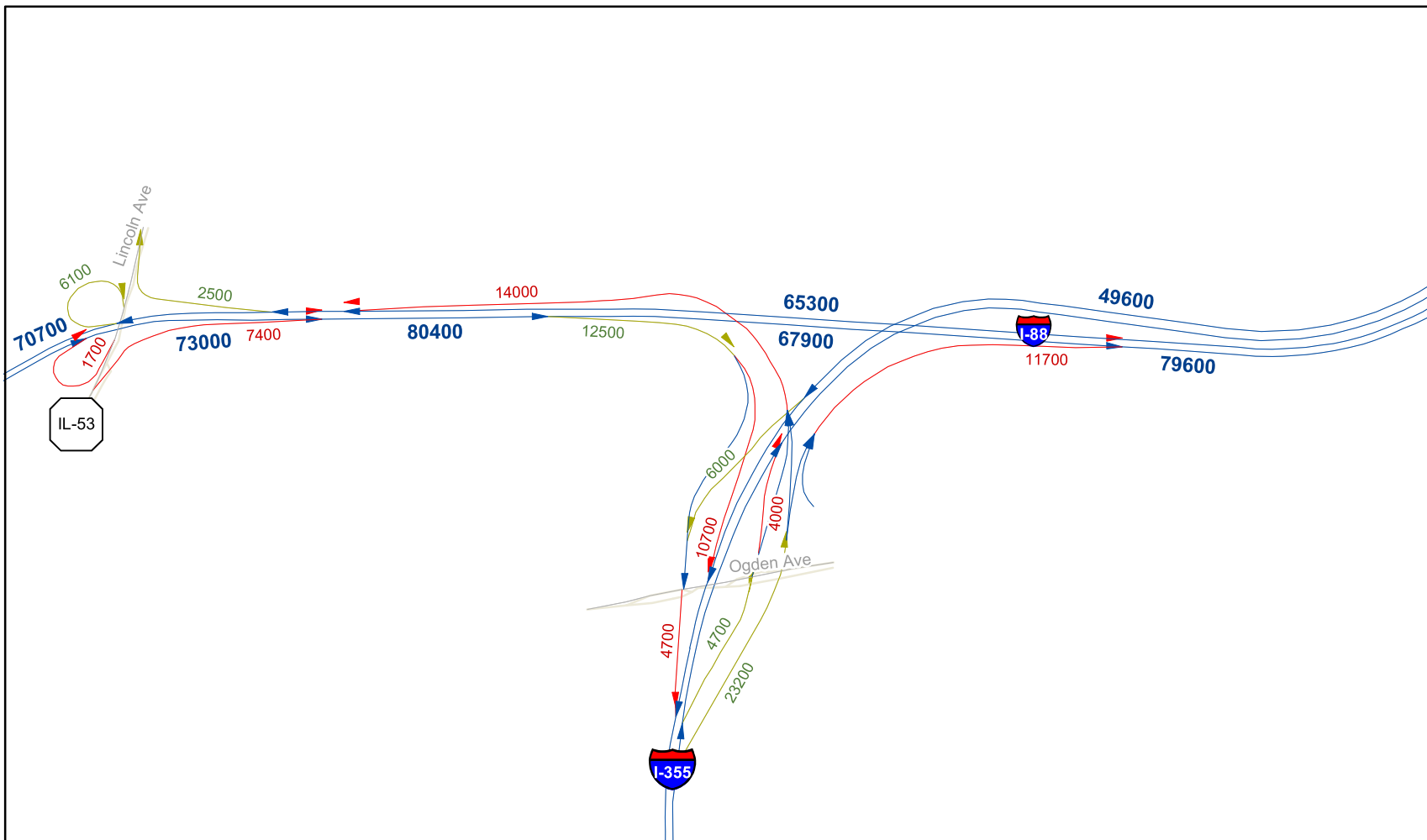


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

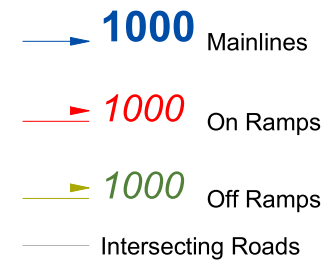
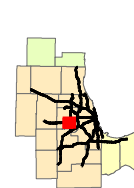
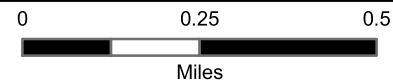


2001 AADT COUNTS

**I-355 NORTH-SOUTH TOLLWAY @
I-88 EAST-WEST TOLLWAY AND
US 34 - OGDEN AVE**

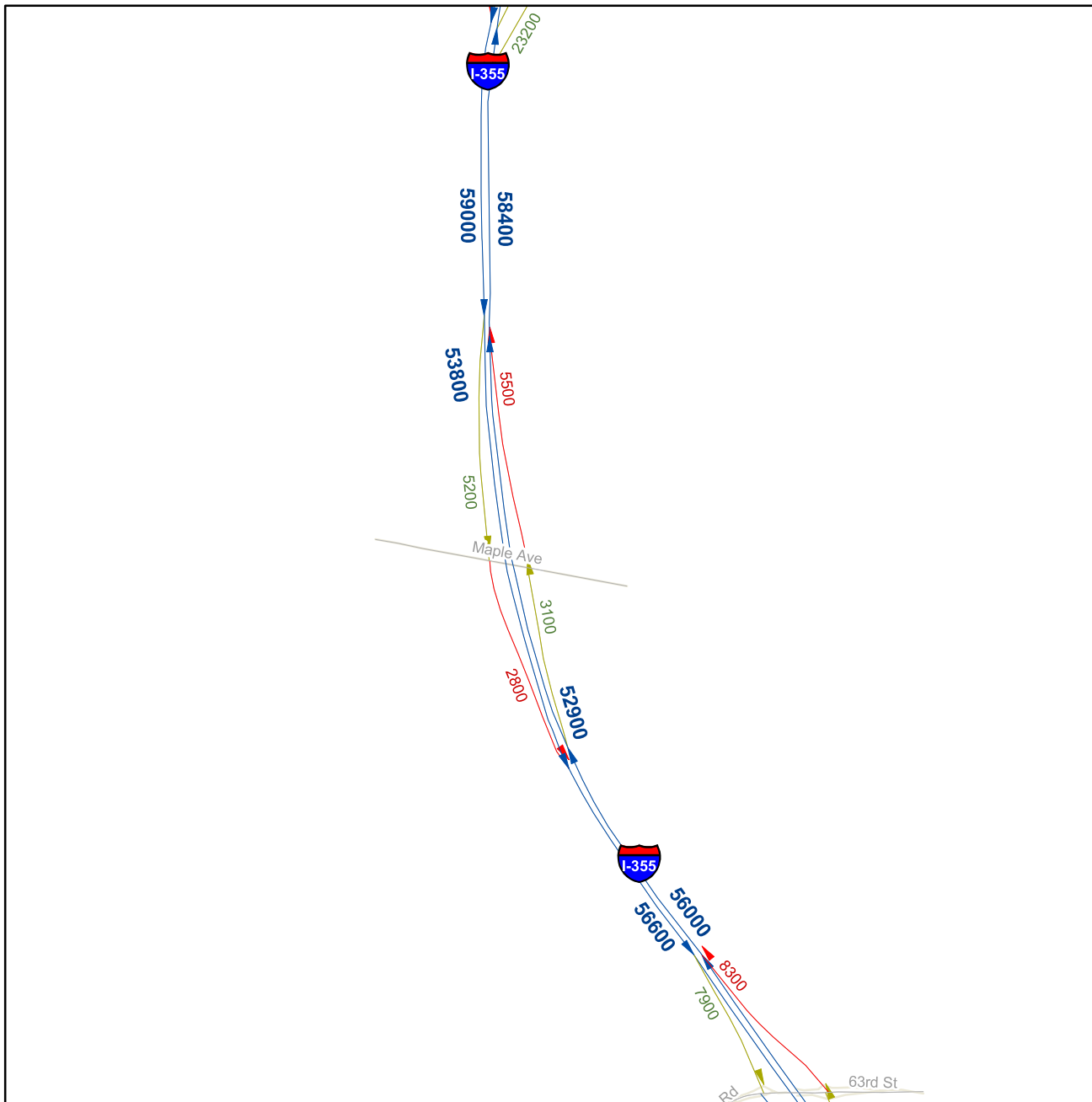


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

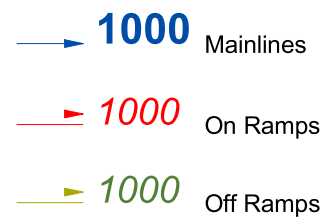
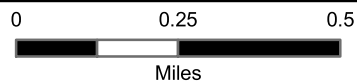


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @ MAPLE
AVE**

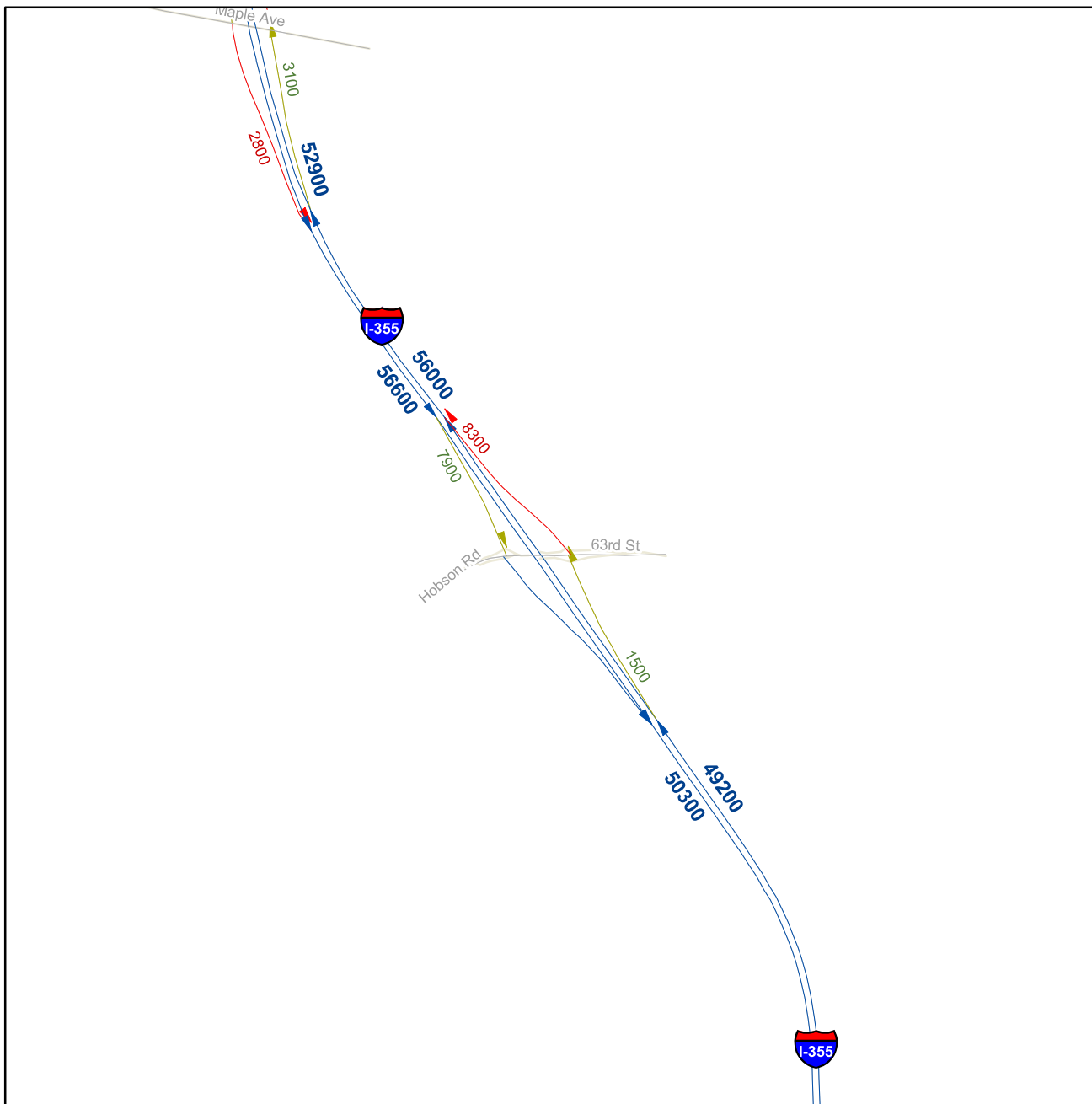


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

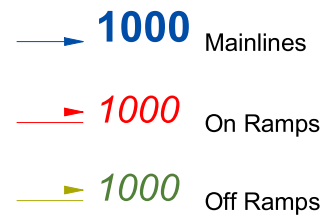
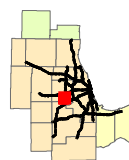
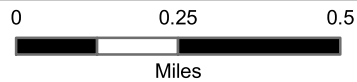


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @ HOBSON
RD AND 63RD ST**

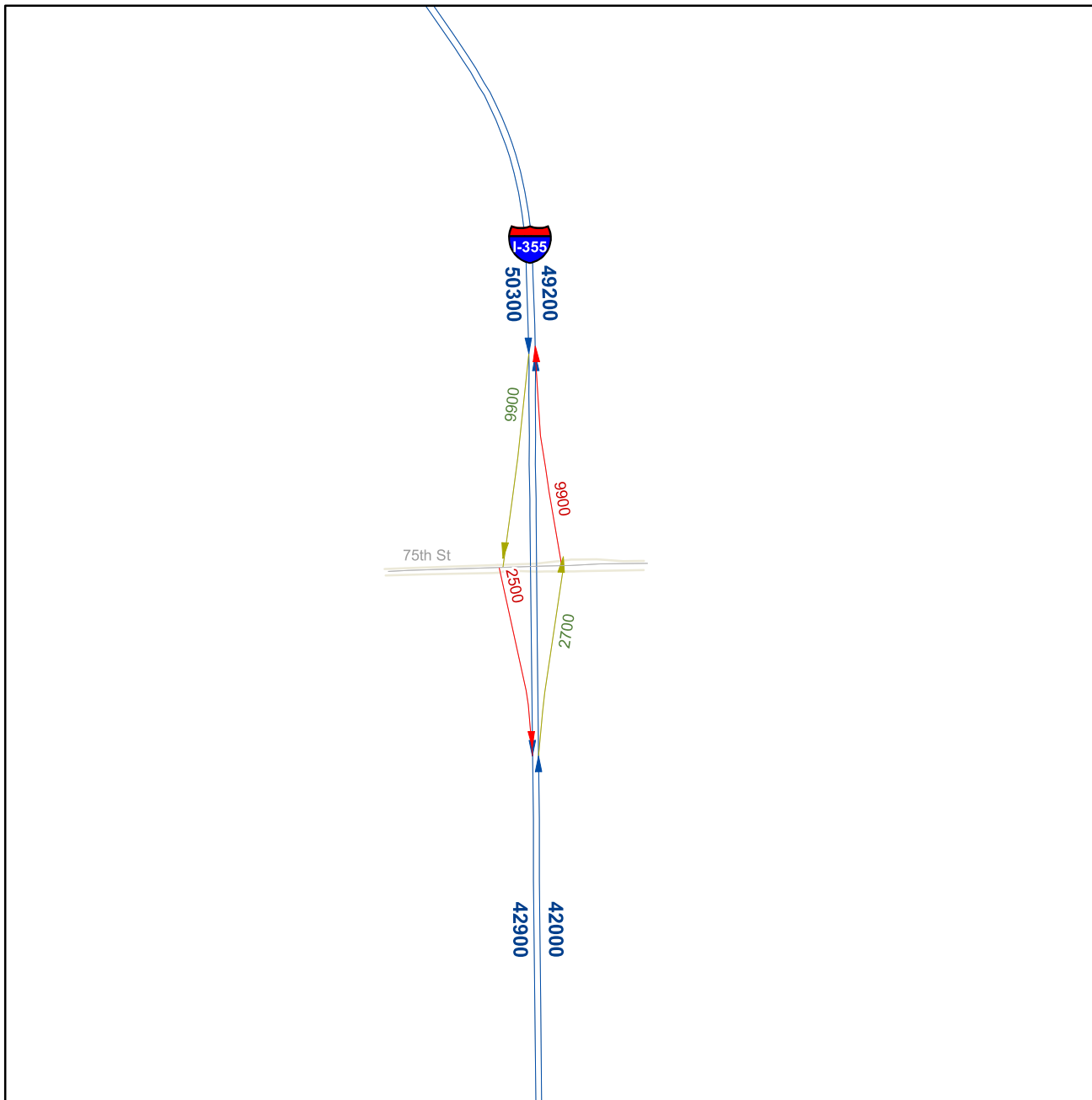


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

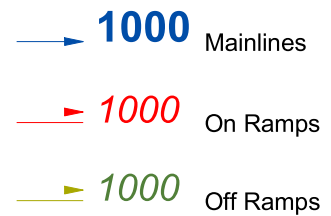
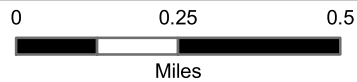


2001 AADT COUNTS

I-355 NORTH-SOUTH
TOLLWAY @ 75TH ST

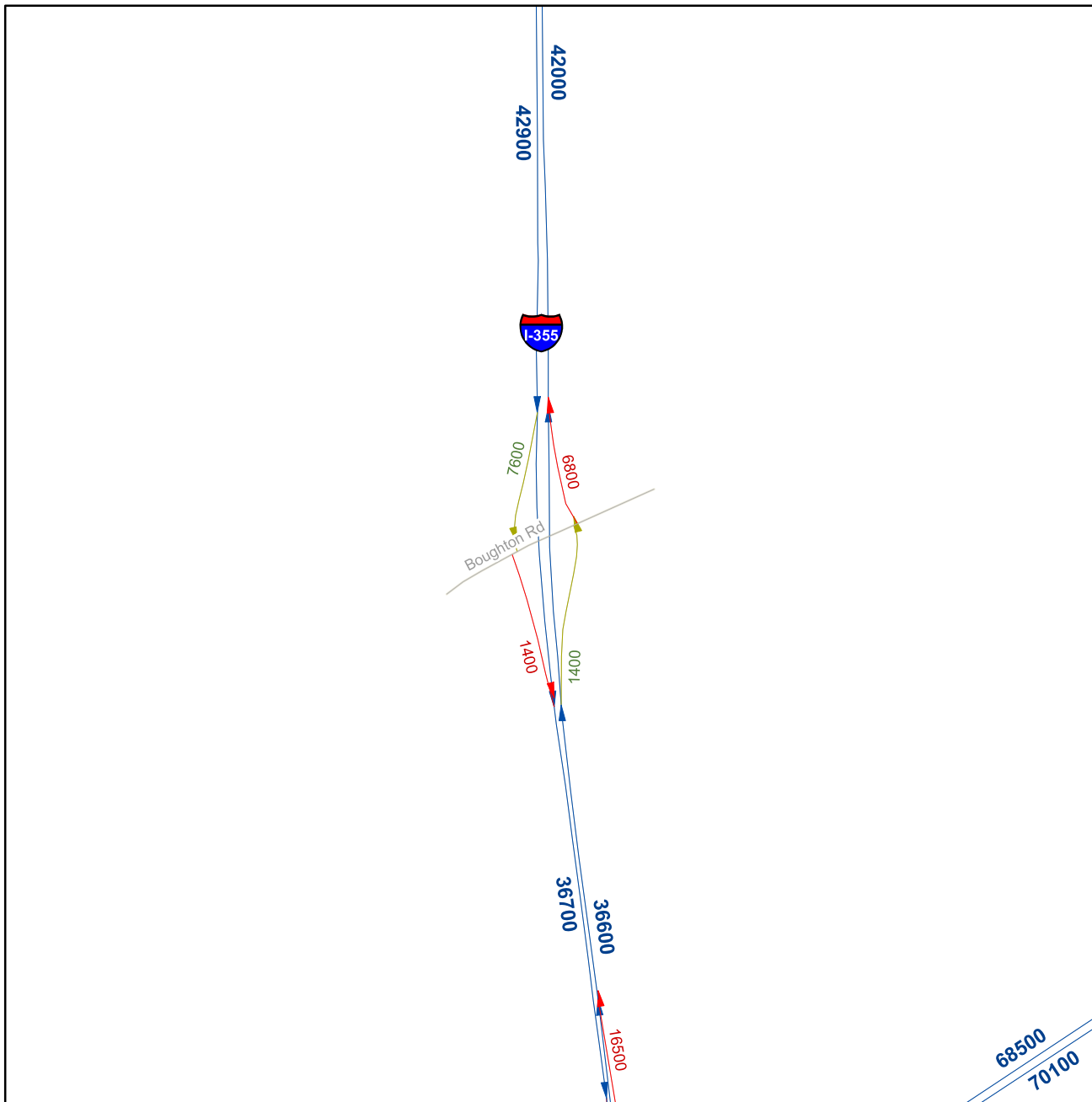


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

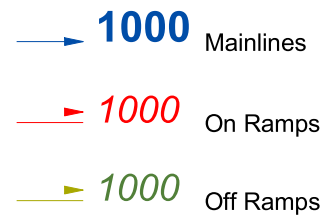
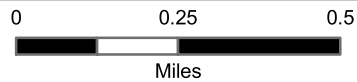


2001 AADT COUNTS

**I-355 NORTH-SOUTH
TOLLWAY @ BOUGHTON
RD**

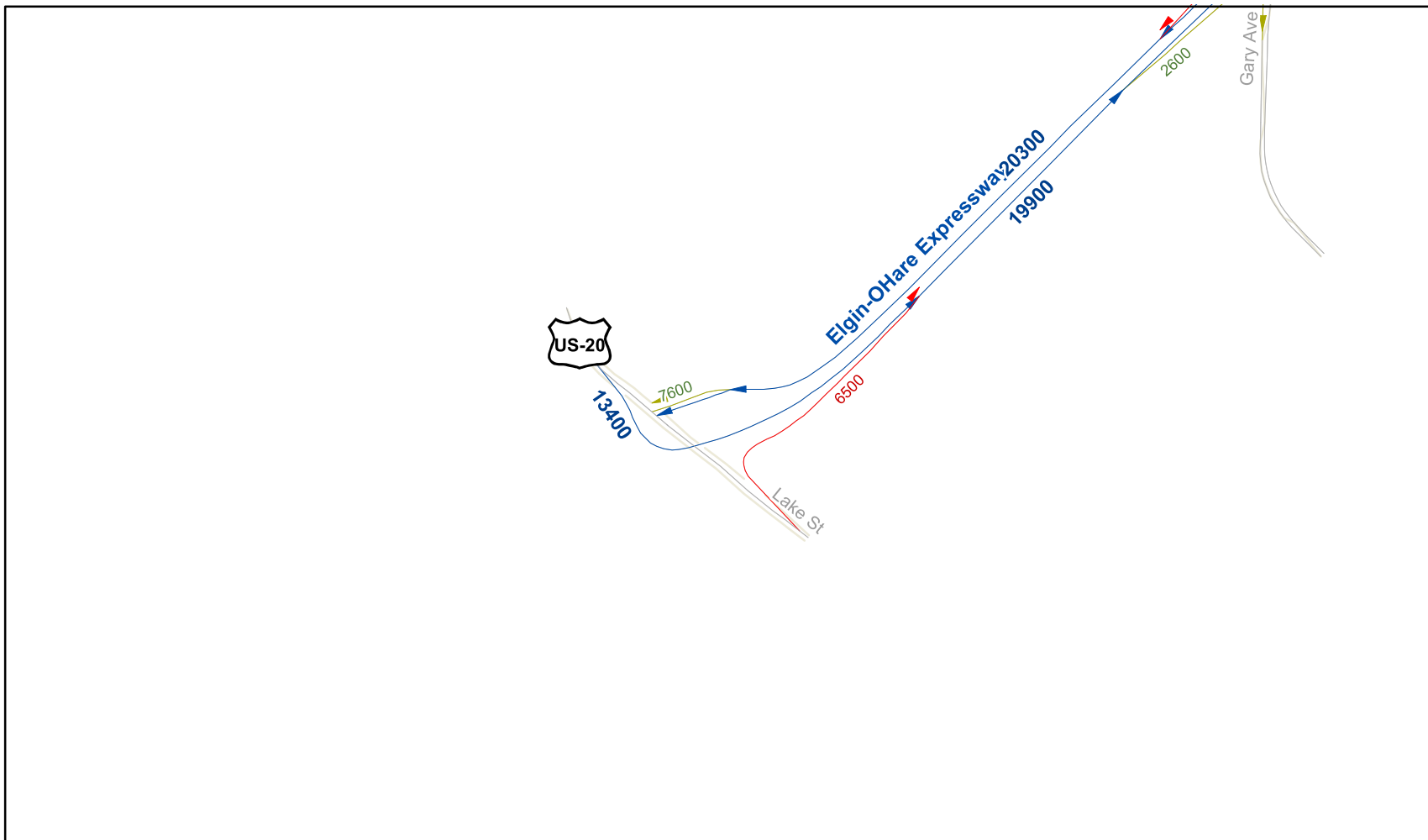


The Chicago Area Transportation Study



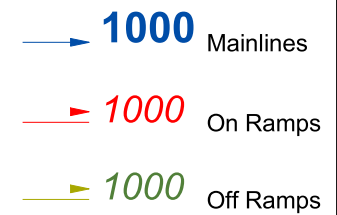
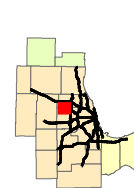
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



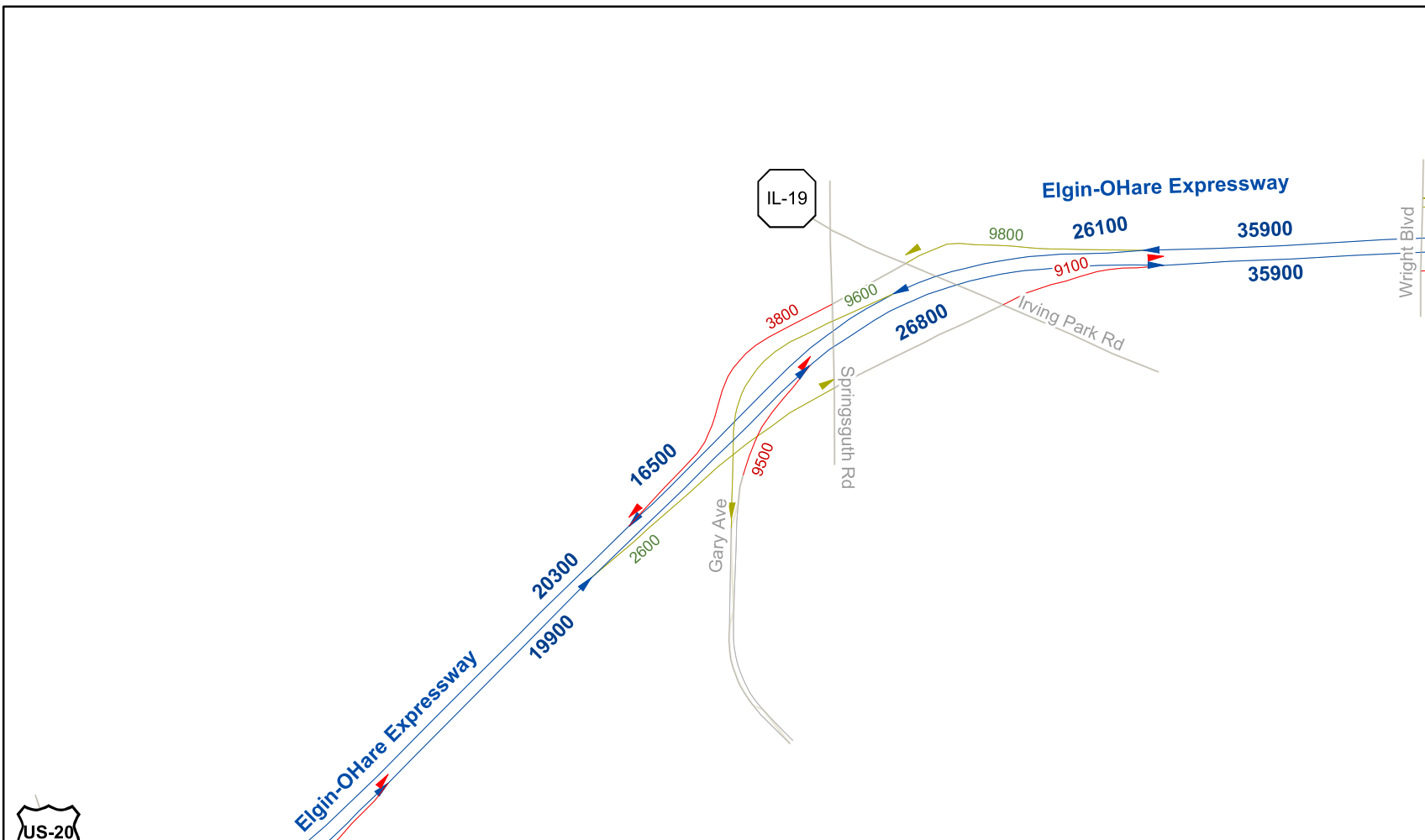
2001 AADT COUNTS

ELGIN-O'HARE EXPRESSWAY @ US
RTE 20 - LAKE ST



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

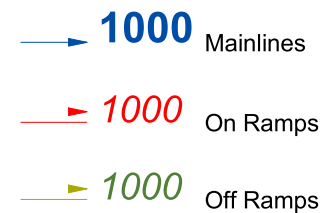
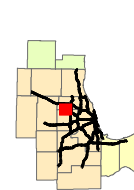
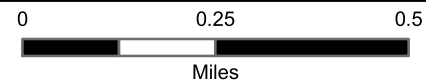


2001 AADT COUNTS

ELGIN O'HARE EXPRESSWAY @ SPRINGSGUTH RD AND GARY AVE

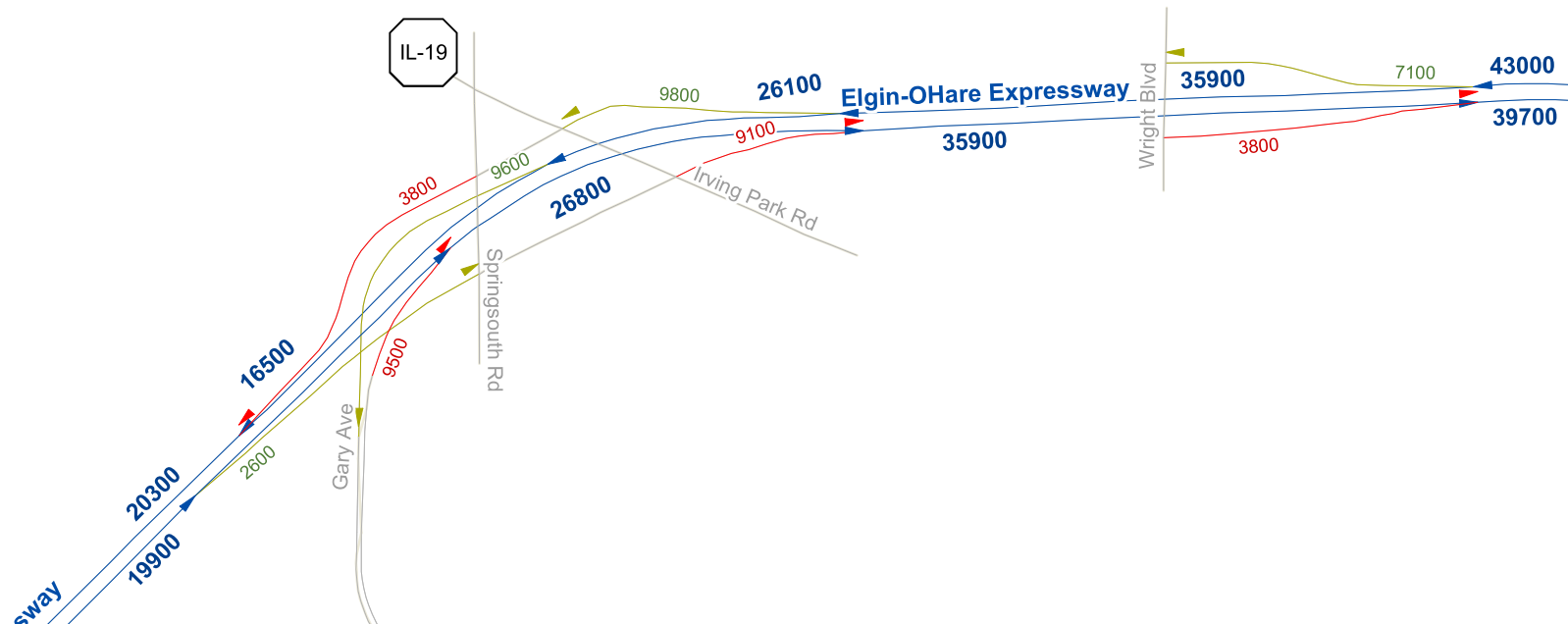


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

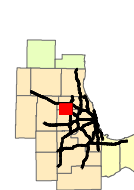
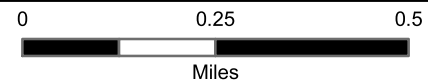


2001 AADT COUNTS

ELGIN-O'HARE EXPRESSWAY @ IL
RTE 19-IRVING PARK RD



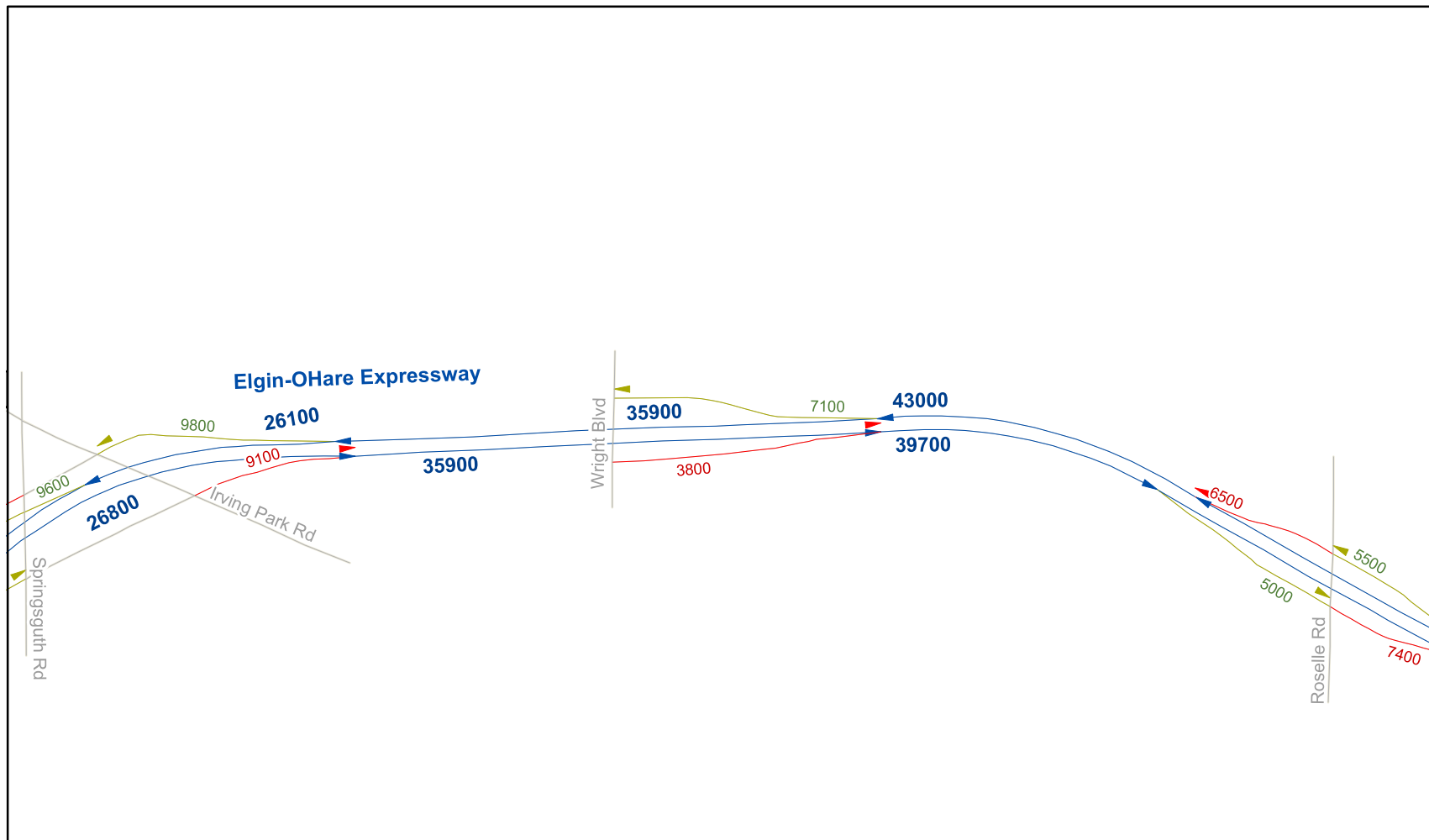
The Chicago Area Transportation Study



- 1000 Mainlines
- 1000 On Ramps
- 1000 Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

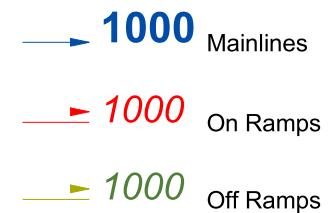
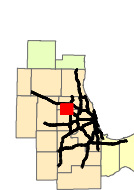


2001 AADT COUNTS

ELGIN-O'HARE EXPRESSWAY @ WRIGHT BLVD

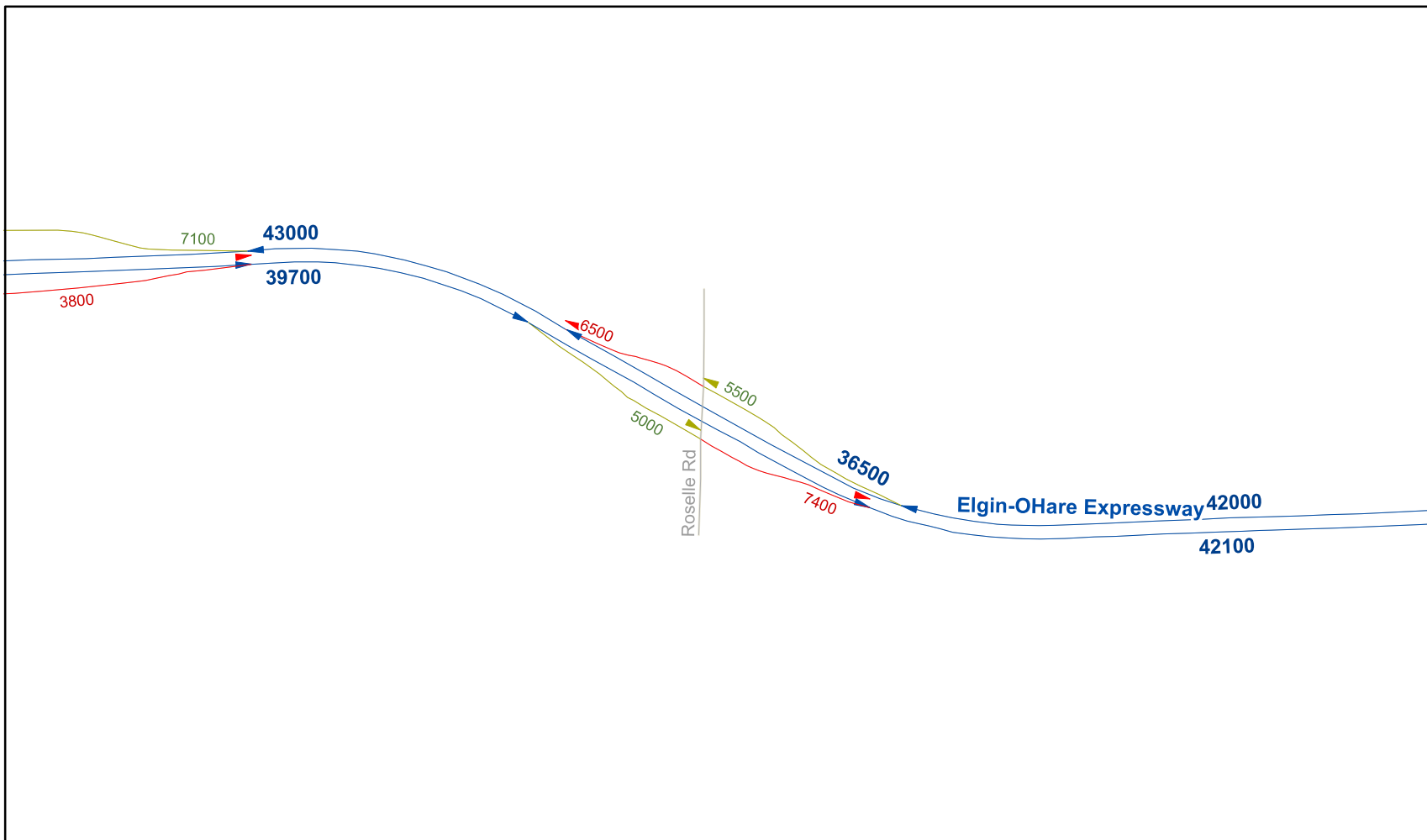


The Chicago Area Transportation Study



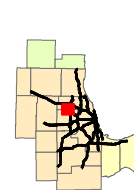
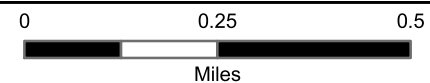
PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983





Sources:
 IDOT, ISTHA,
 2002 Aerials Express



2001 AADT COUNTS

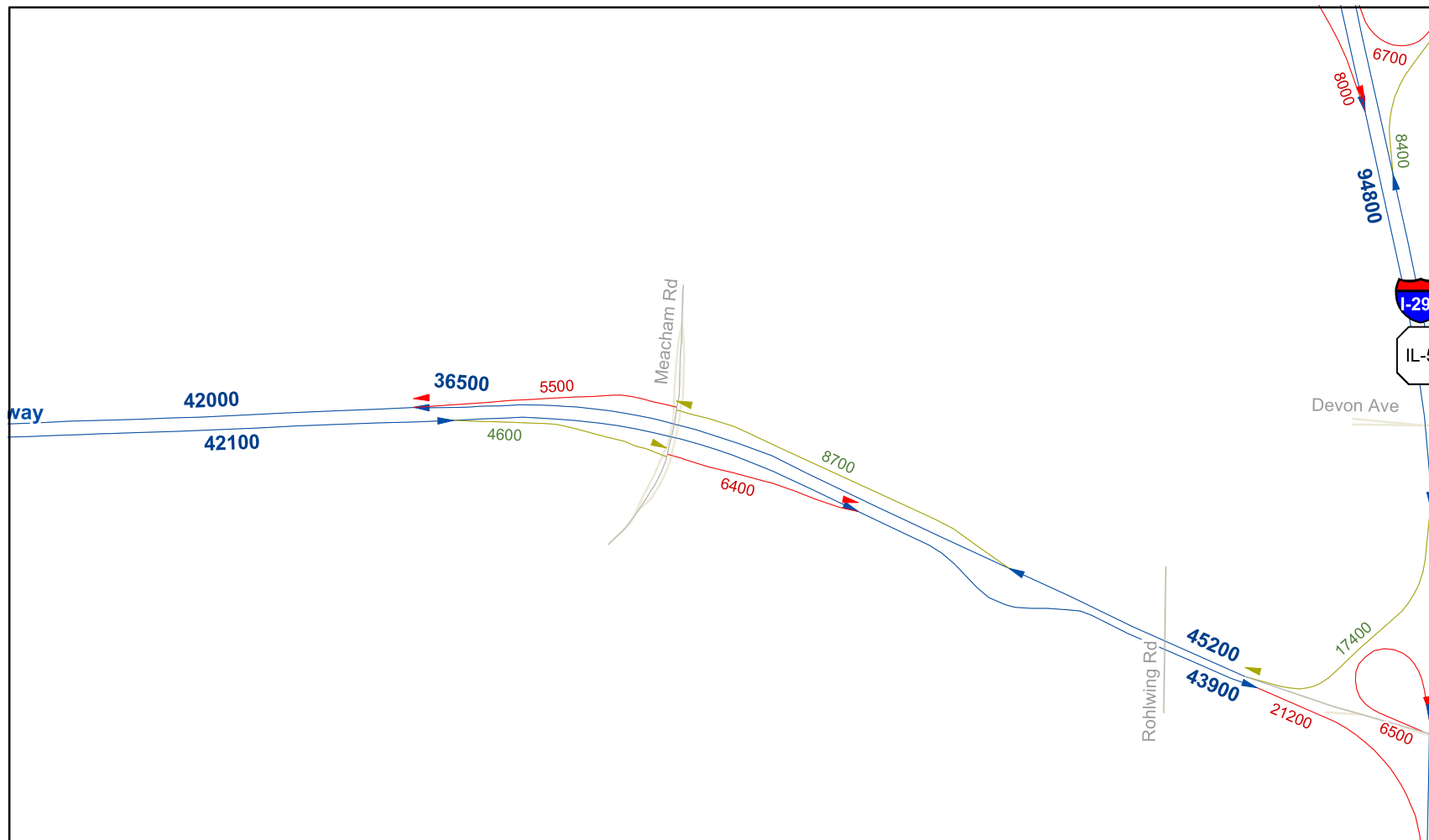
ELGIN-O'HARE EXPRESSWAY @ ROSELLE RD



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

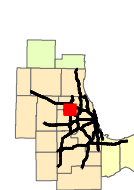
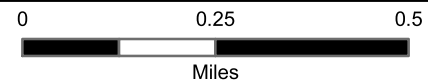


2001 AADT COUNTS

ELGIN-O'HARE EXPRESSWAY @ MEACHAM RD



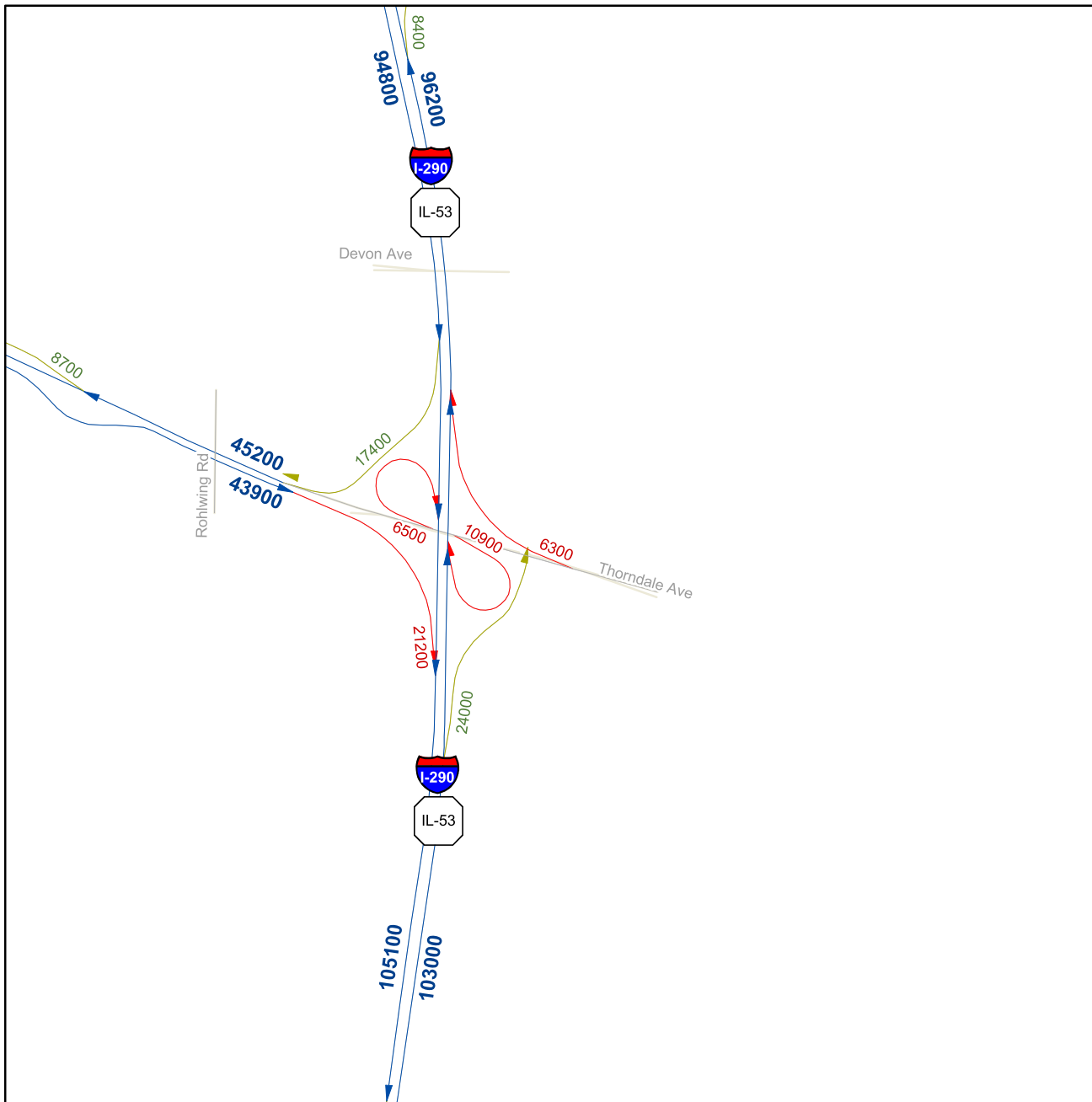
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

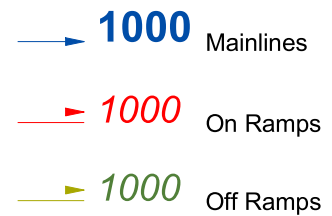
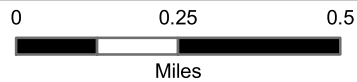


2001 AADT COUNTS

**ELGIN-O'HARE EXPRESSWAY
@ ROHLWING RD AND
I-290 AND THORNDALE
AVE**

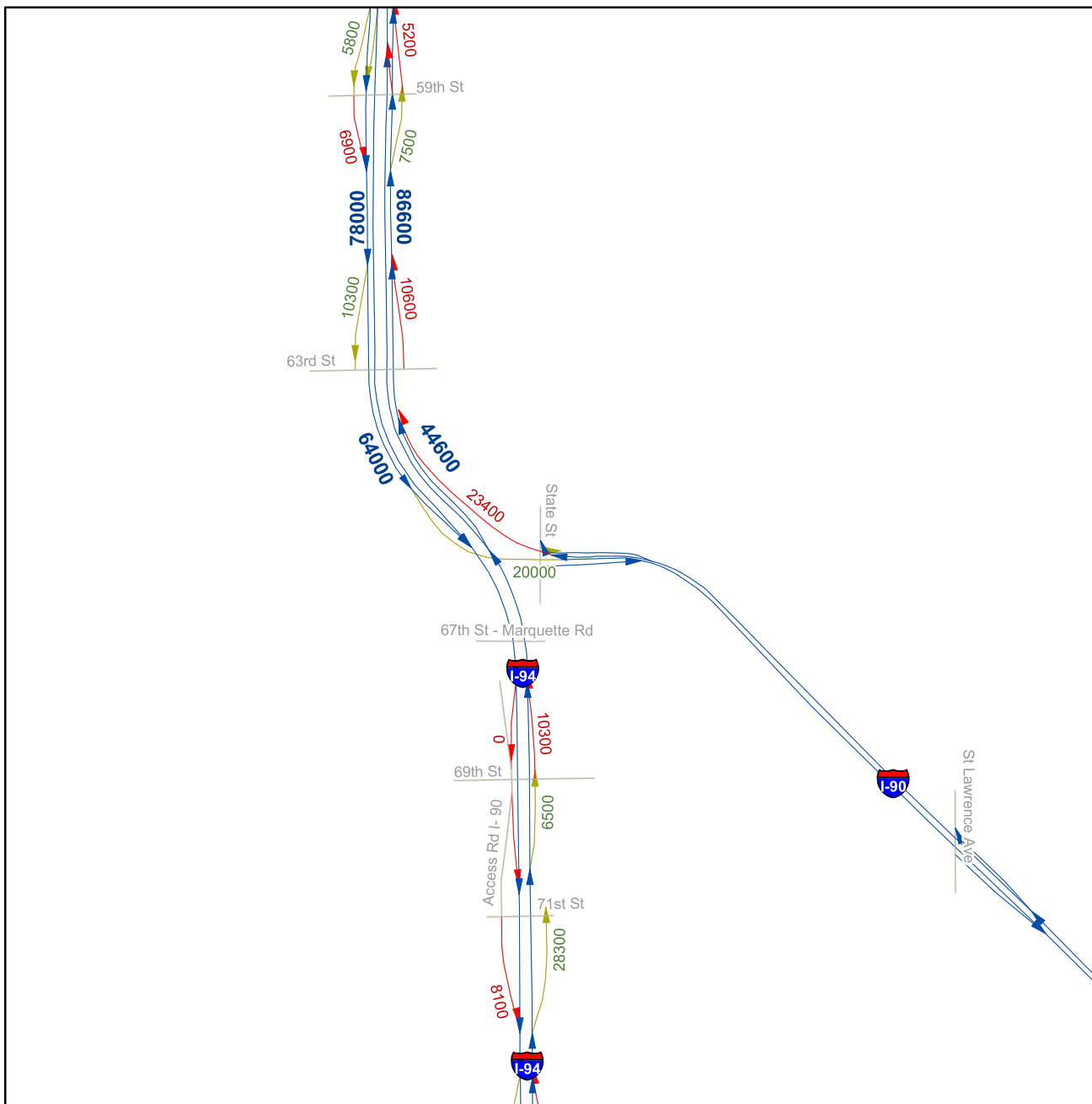


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

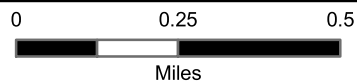


2001 AADT COUNTS

**I-90 CHICAGO SKYWAY
@ I-94 DAN RYAN
EXPRESSWAY AND I-90-94
DAN RYAN EXPRESSWAY**

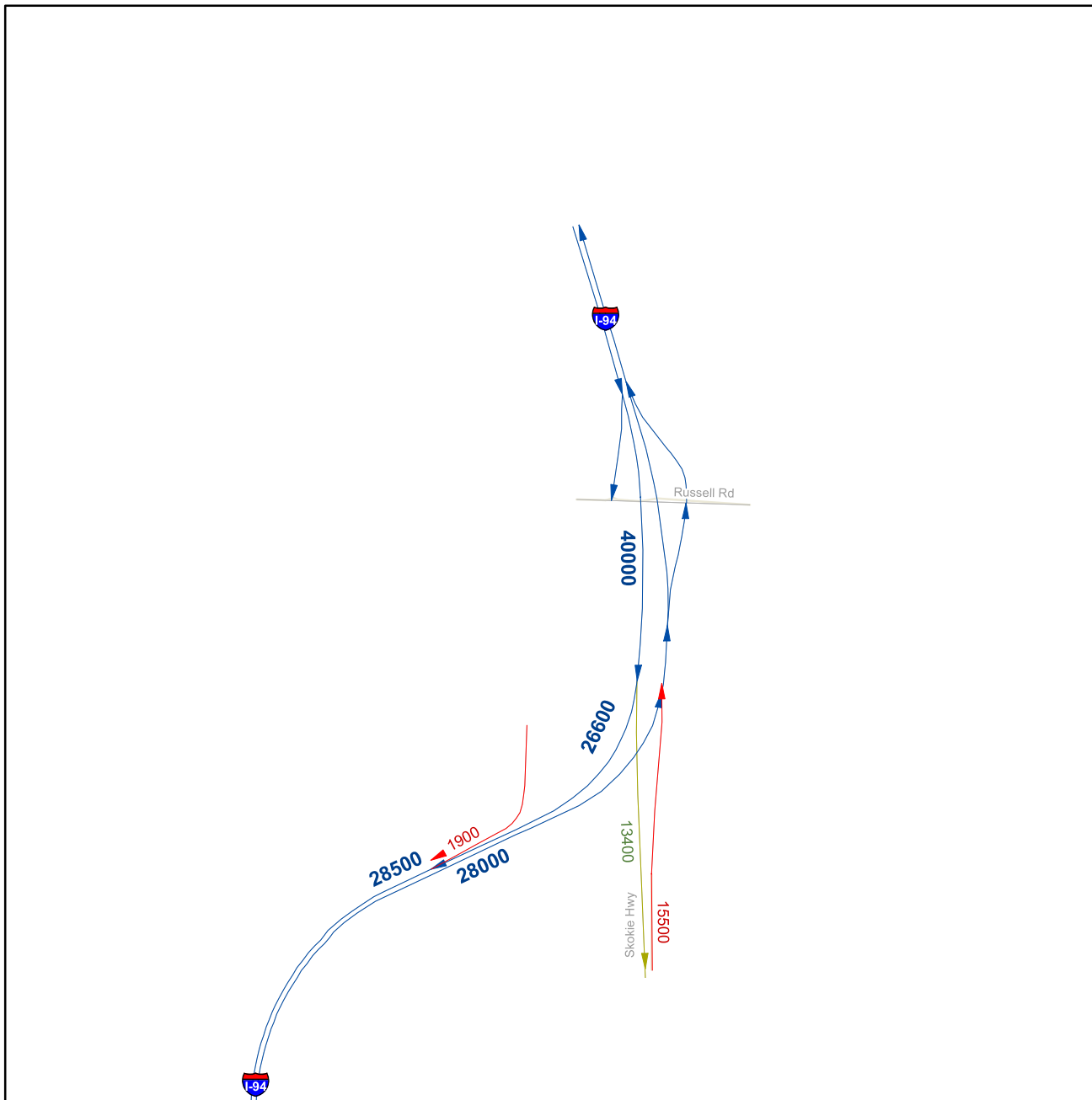


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

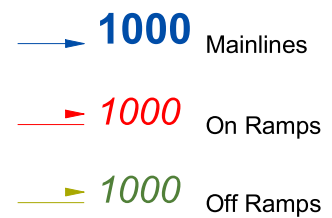
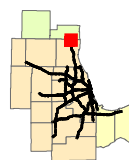
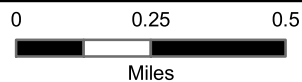


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@RUSSELL RD**

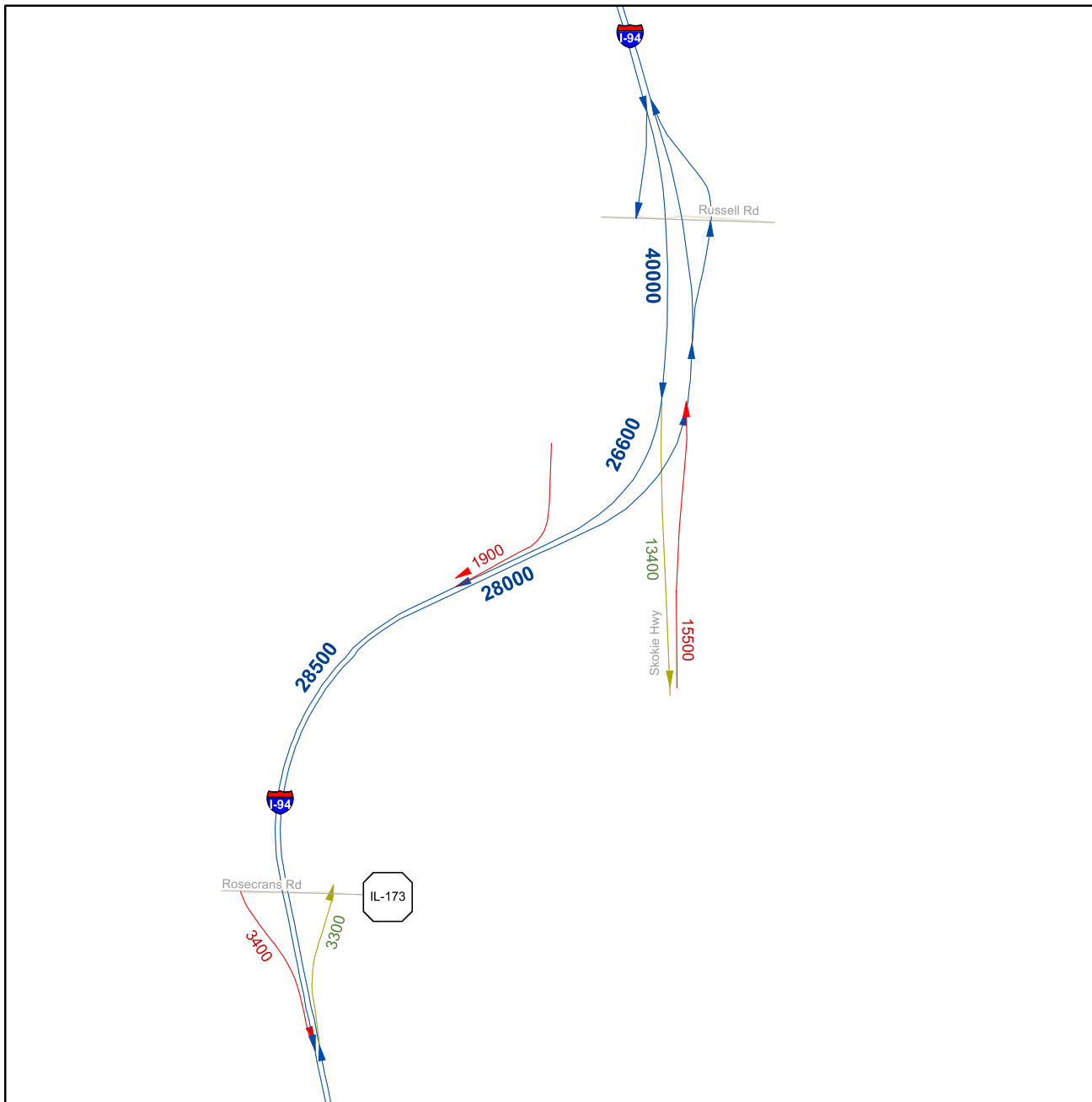


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

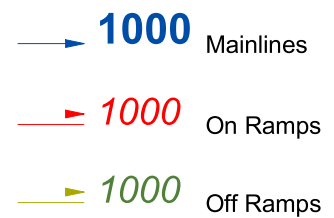
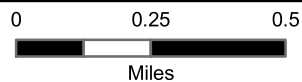


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@ US RTE 41-SKOKIE
HWY**

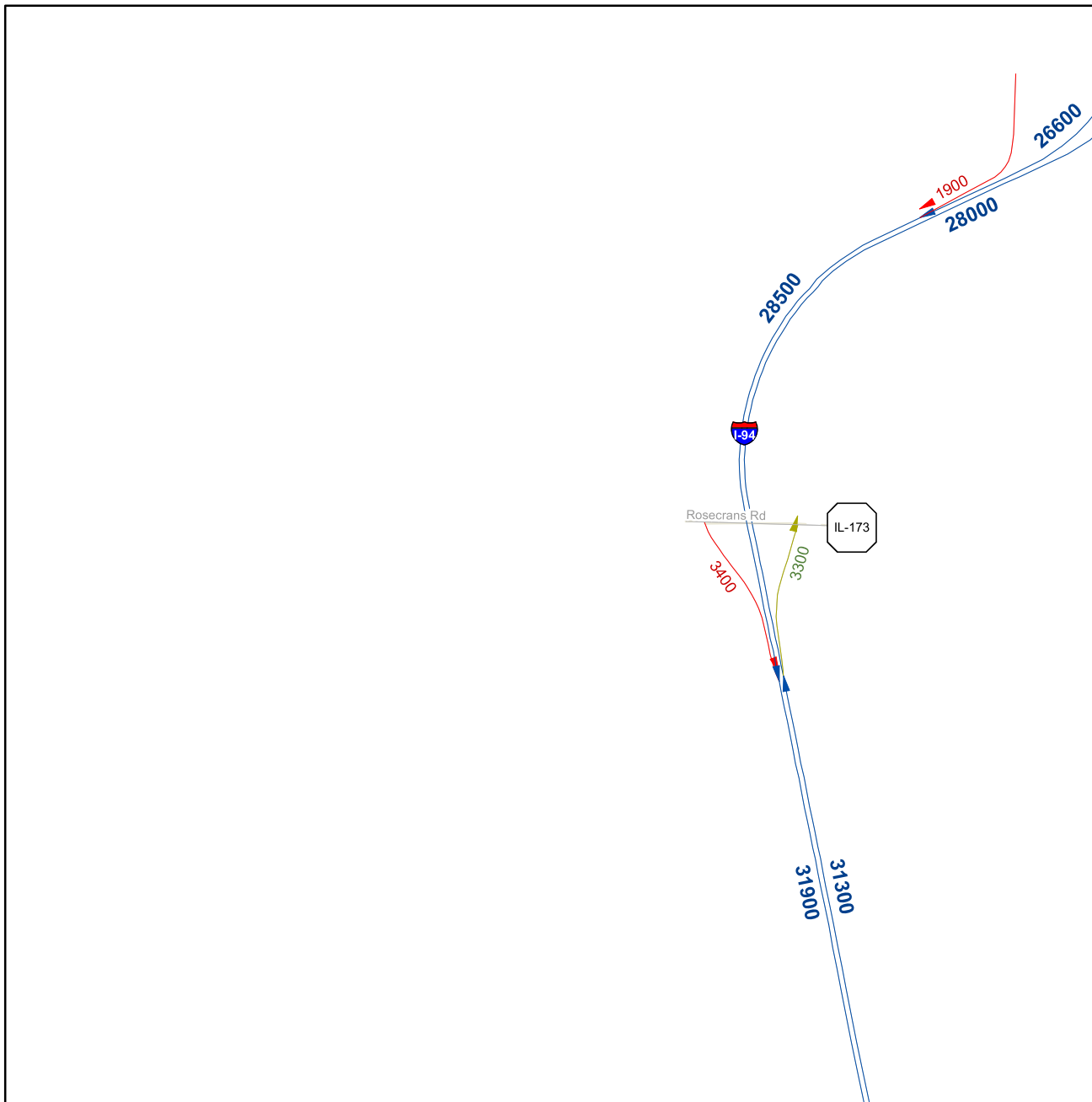


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

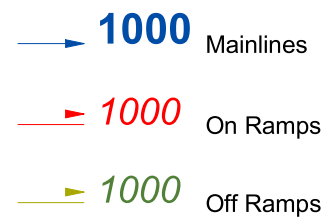
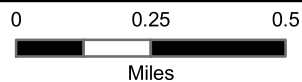


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL 173 - ROSECRANS
RD**

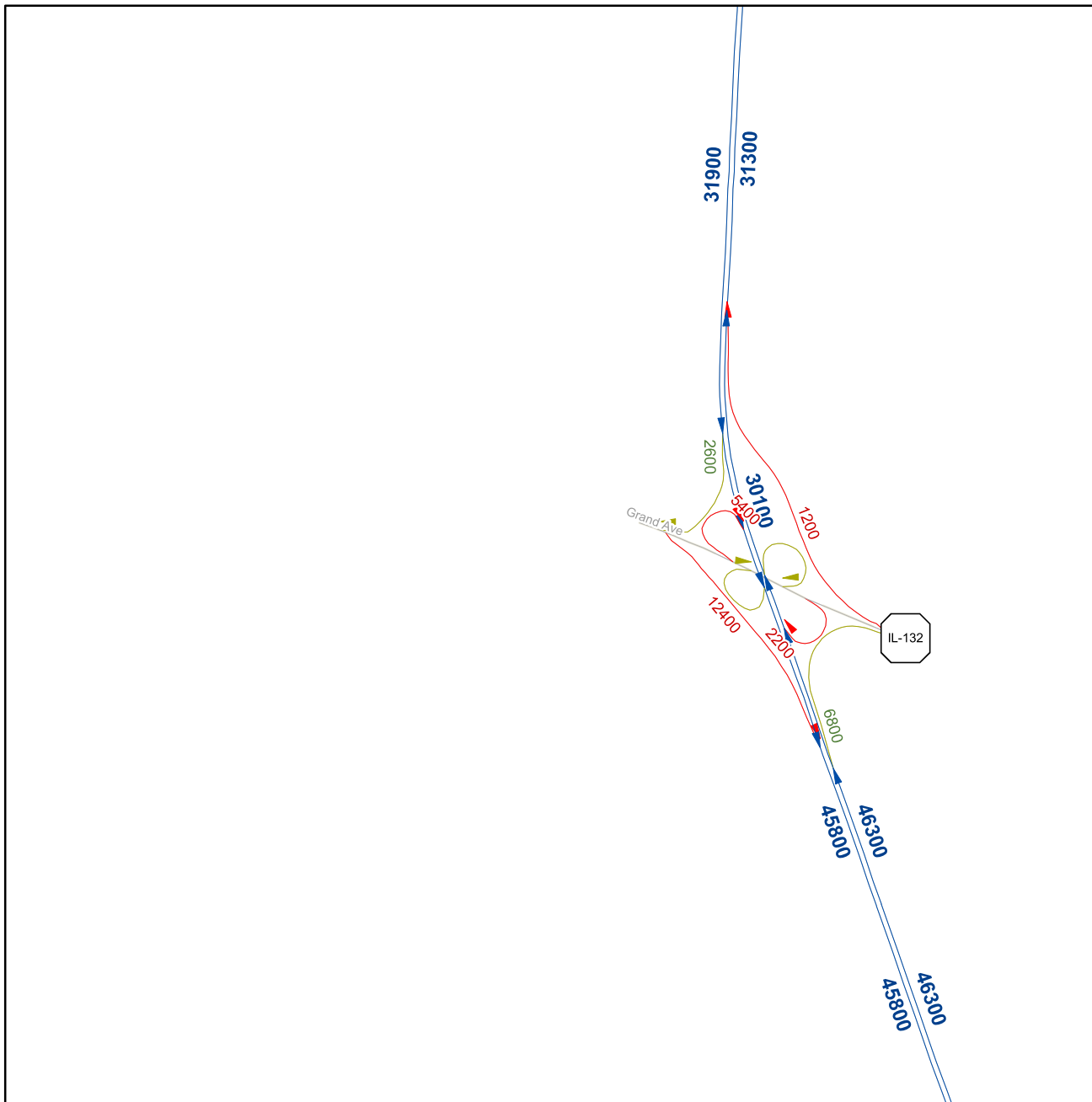


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

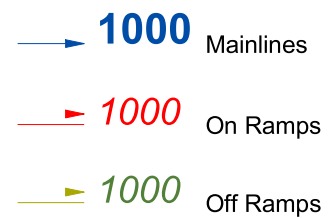
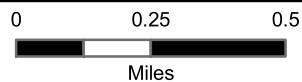


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 132 - GRAND
AVE**

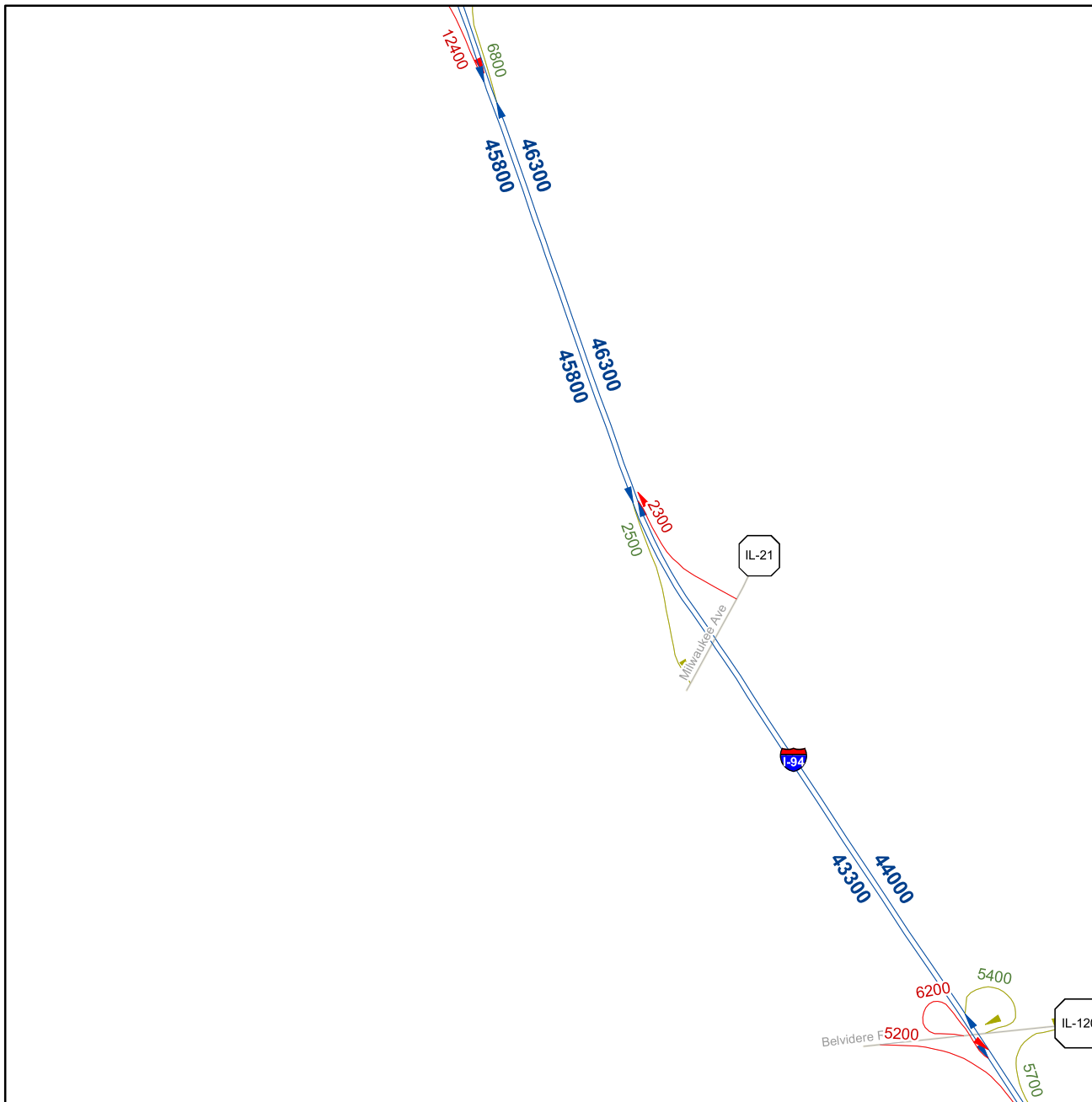


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

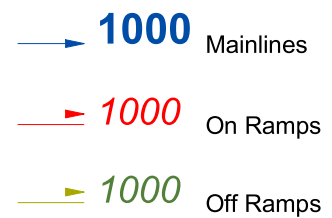


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 21 - MILWAUKEE
AVE**

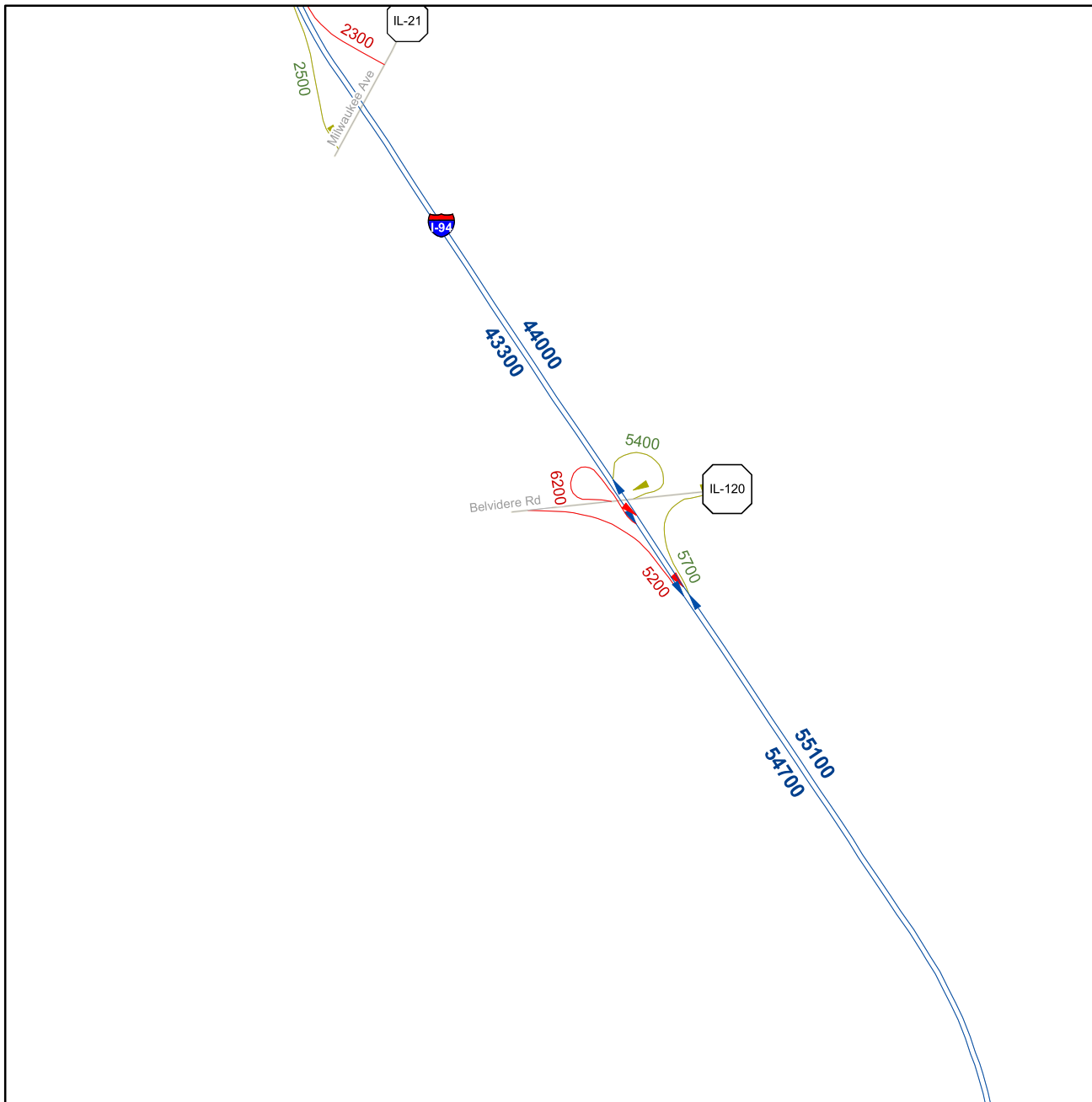


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

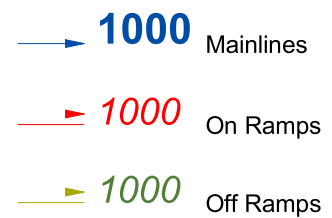
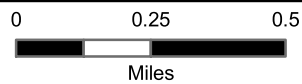


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 120 - BELVIDERE
RD**

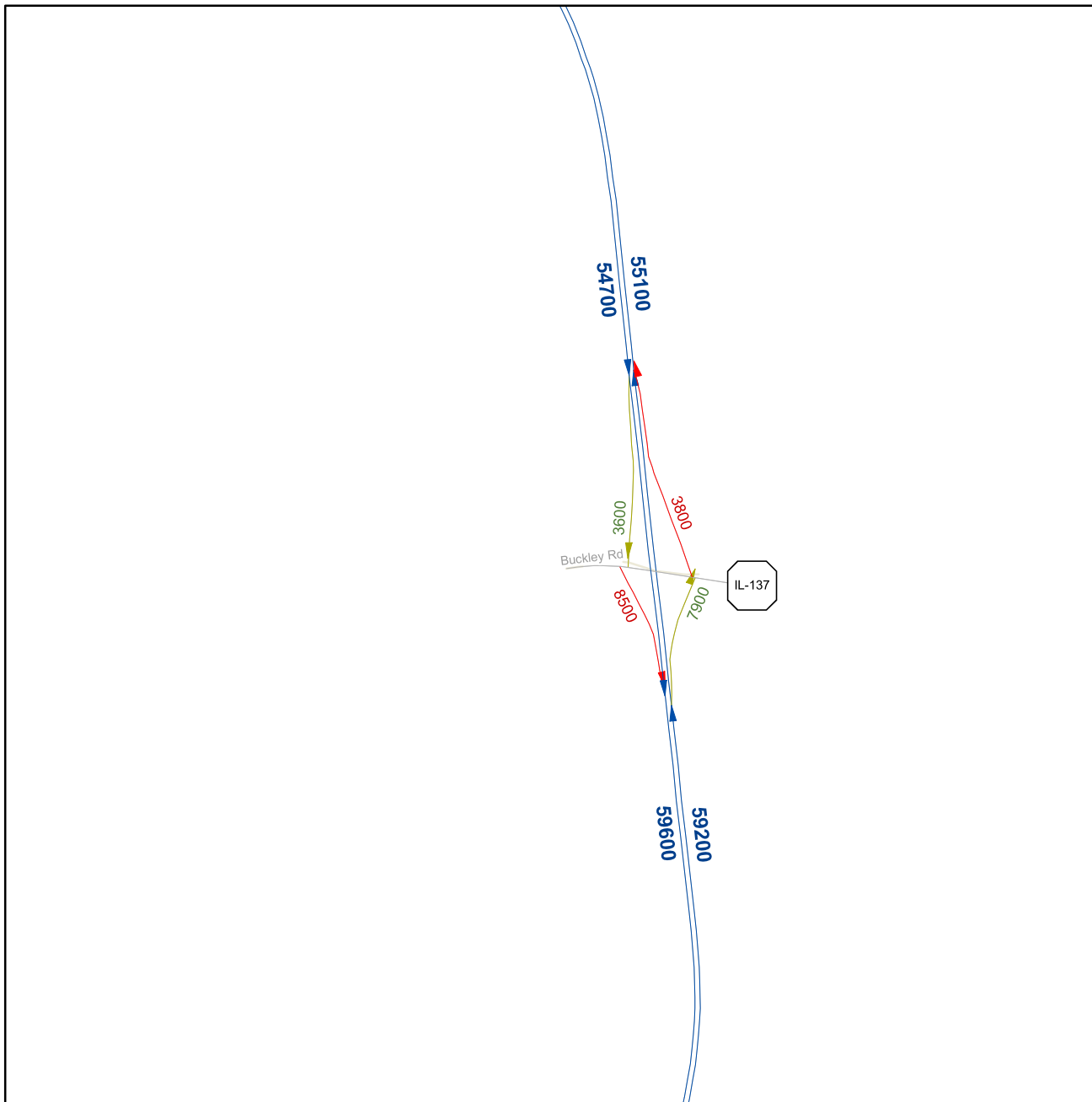


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

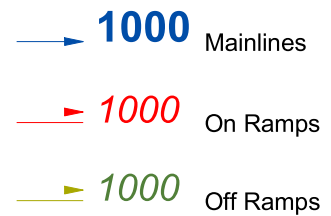
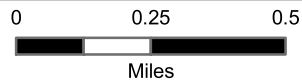


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 137 - BUCKLEY
RD**

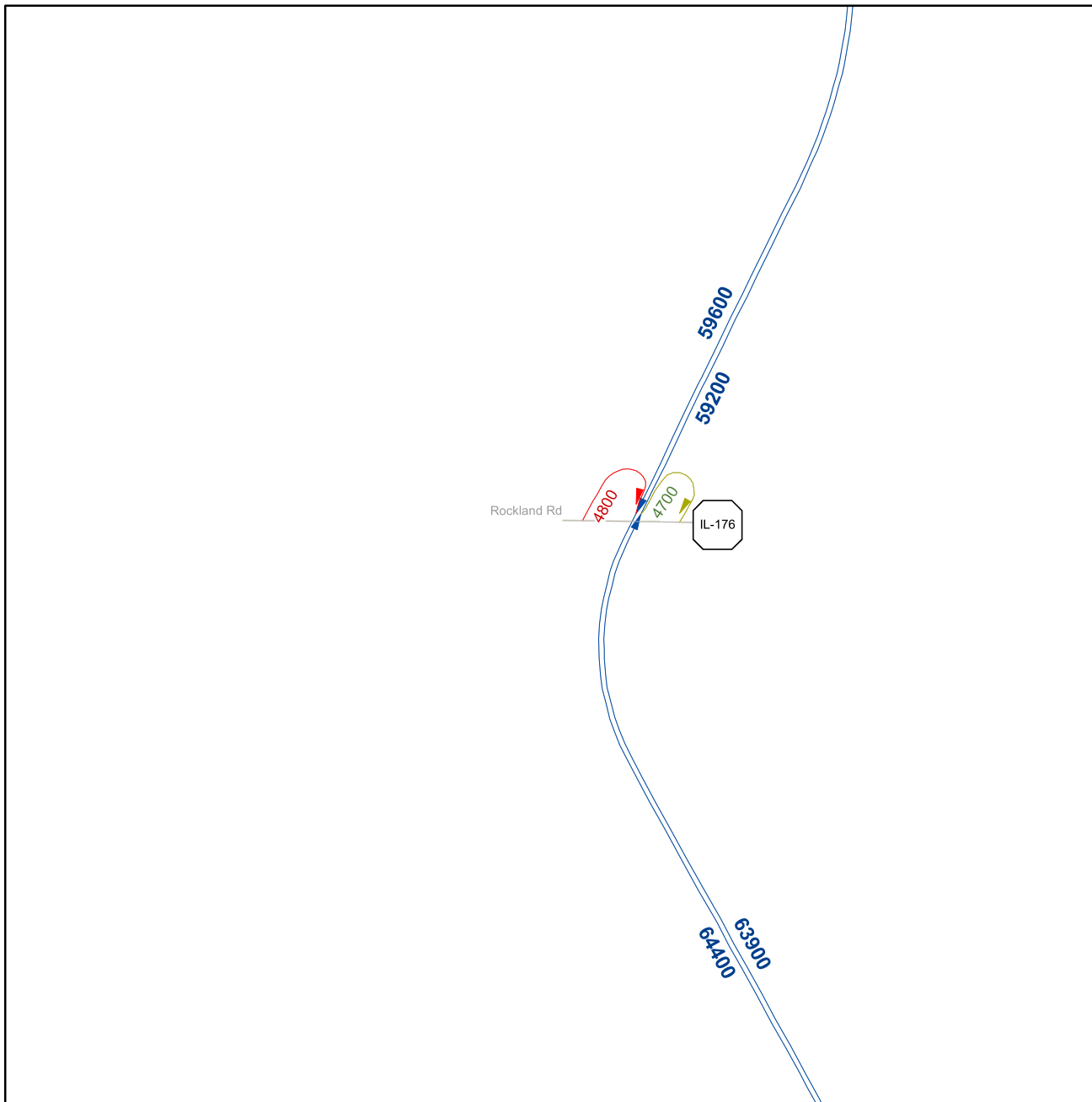


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

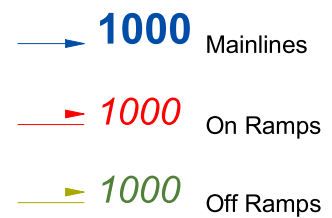
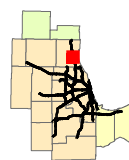
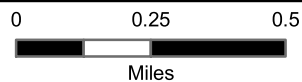


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 176 - ROCKLAND
RD**



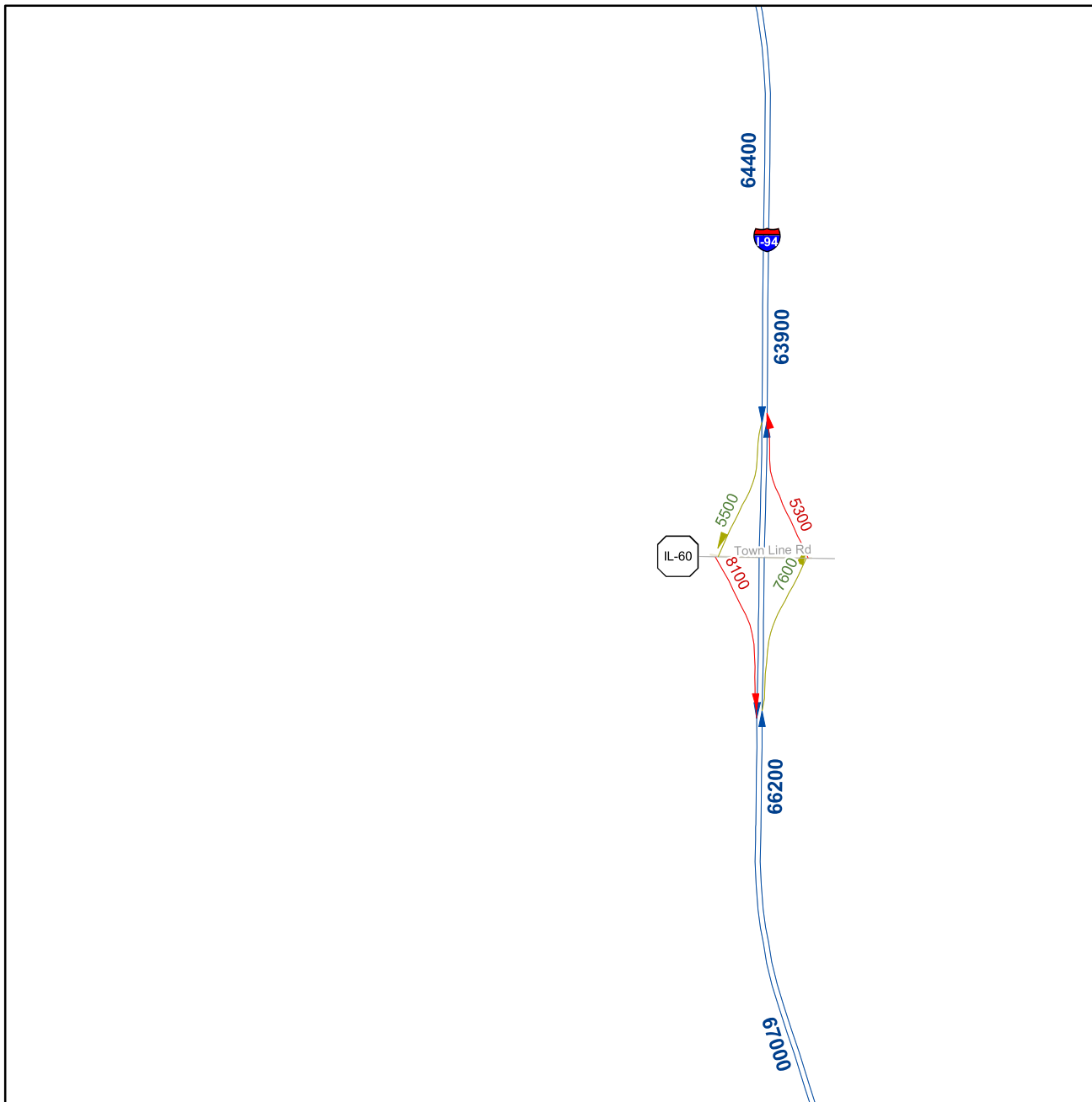
The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

— Intersecting Roads

Sources:
IDOT, ISTHA,
2002 Aerials Express

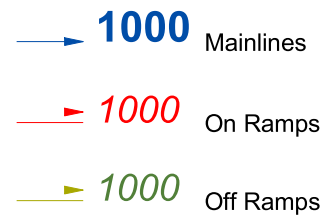
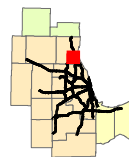


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 60 - TOWN
LINE RD**

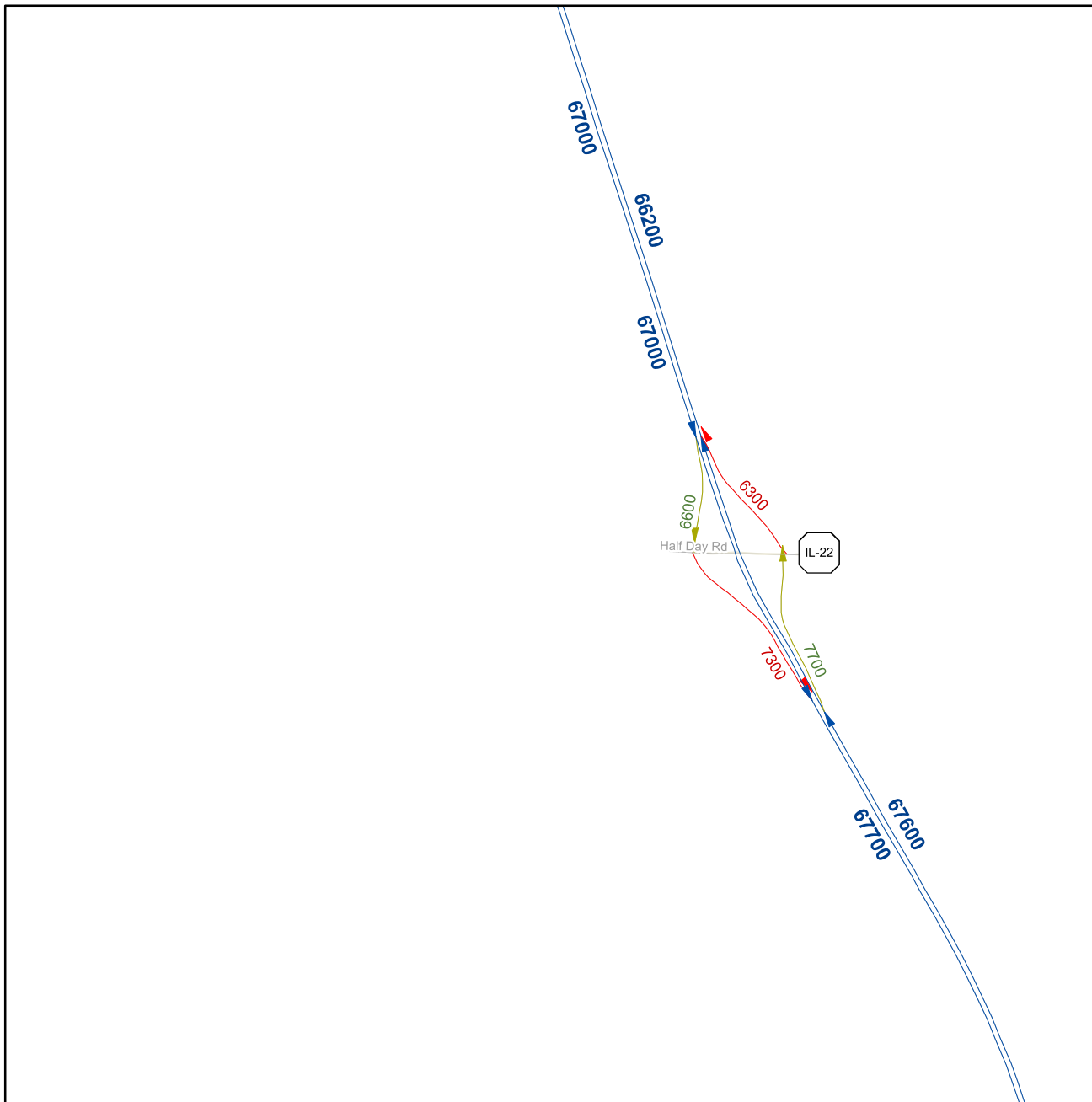


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

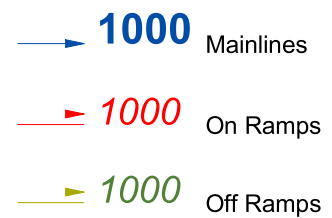
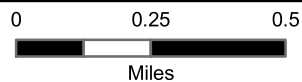


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@IL RTE 22 - HALF
DAY RD**

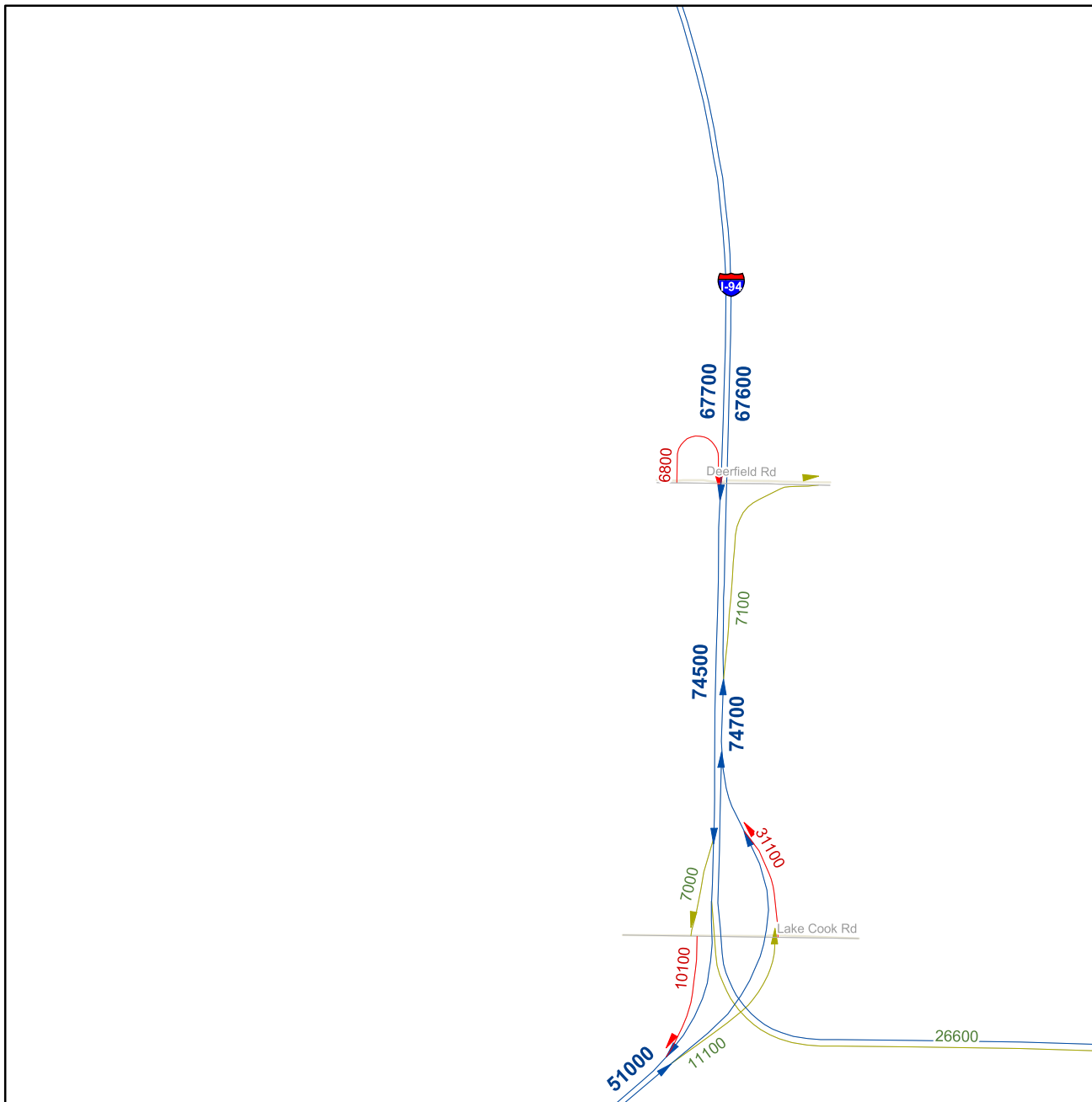


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

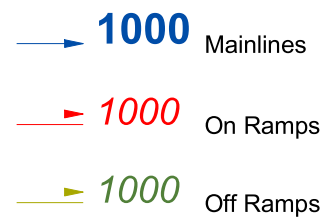
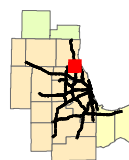
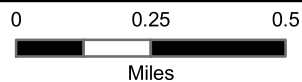


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@ DEERFIELD RD**

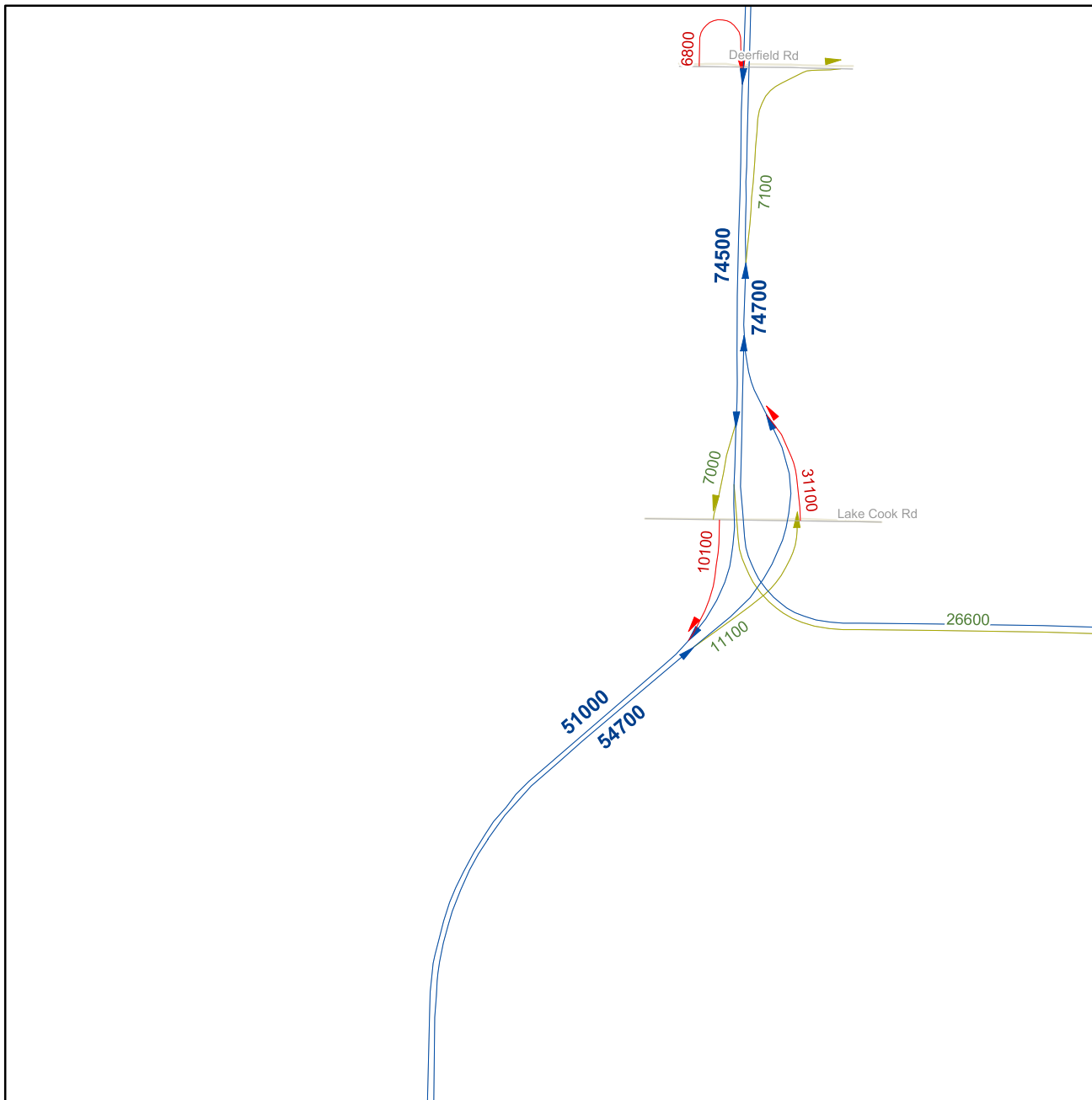


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

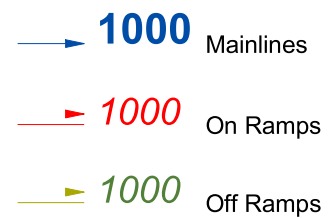
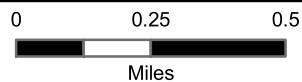


2001 AADT COUNTS

**I-94 TRI-STATE TOLLWAY
@ LAKE-COOK RD**

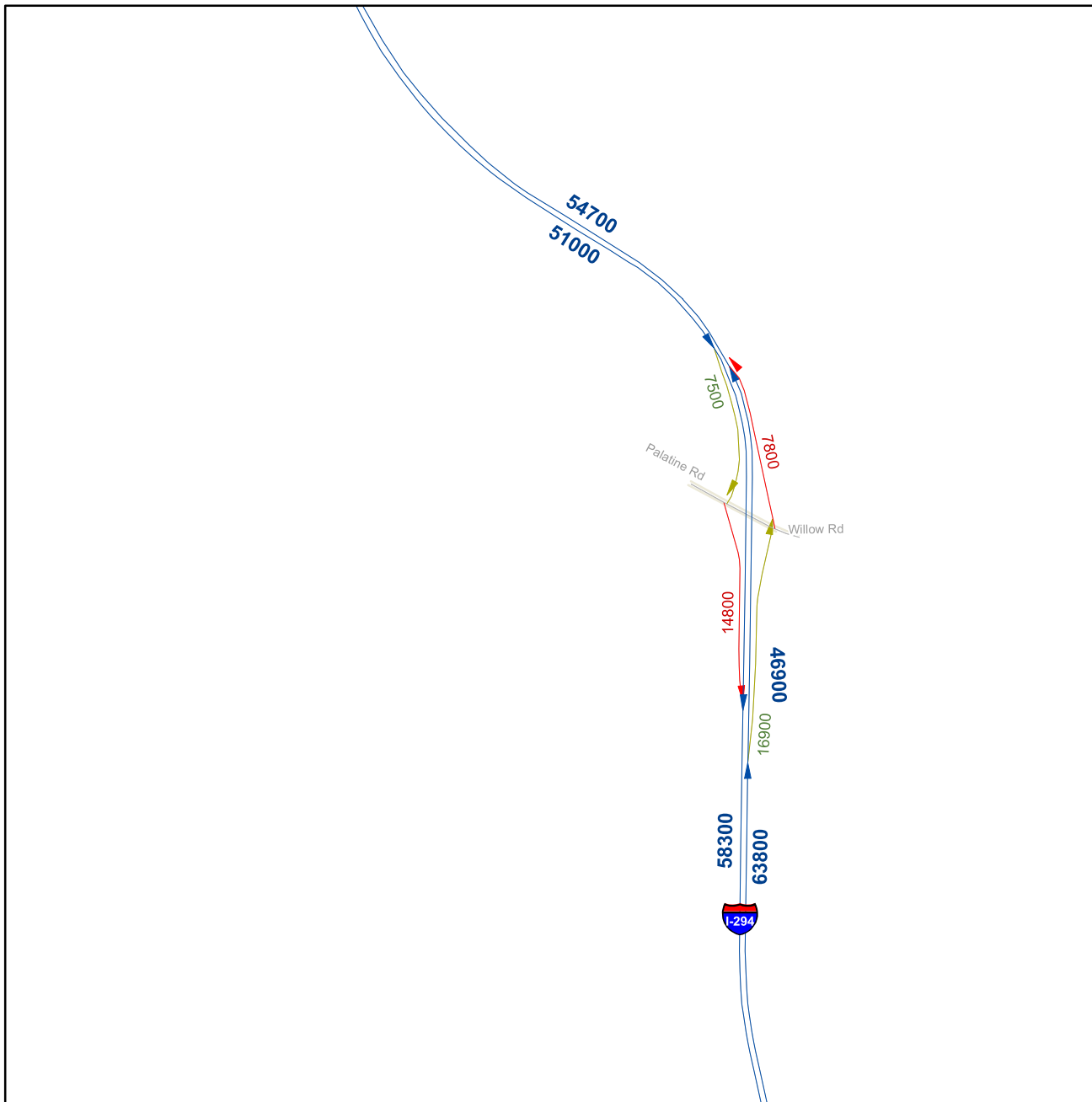


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

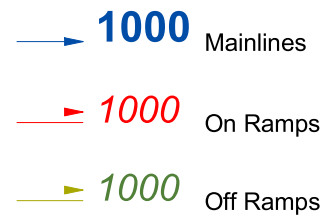
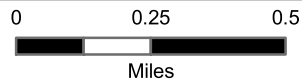


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ WILLOW
RD - PALATINE RD**

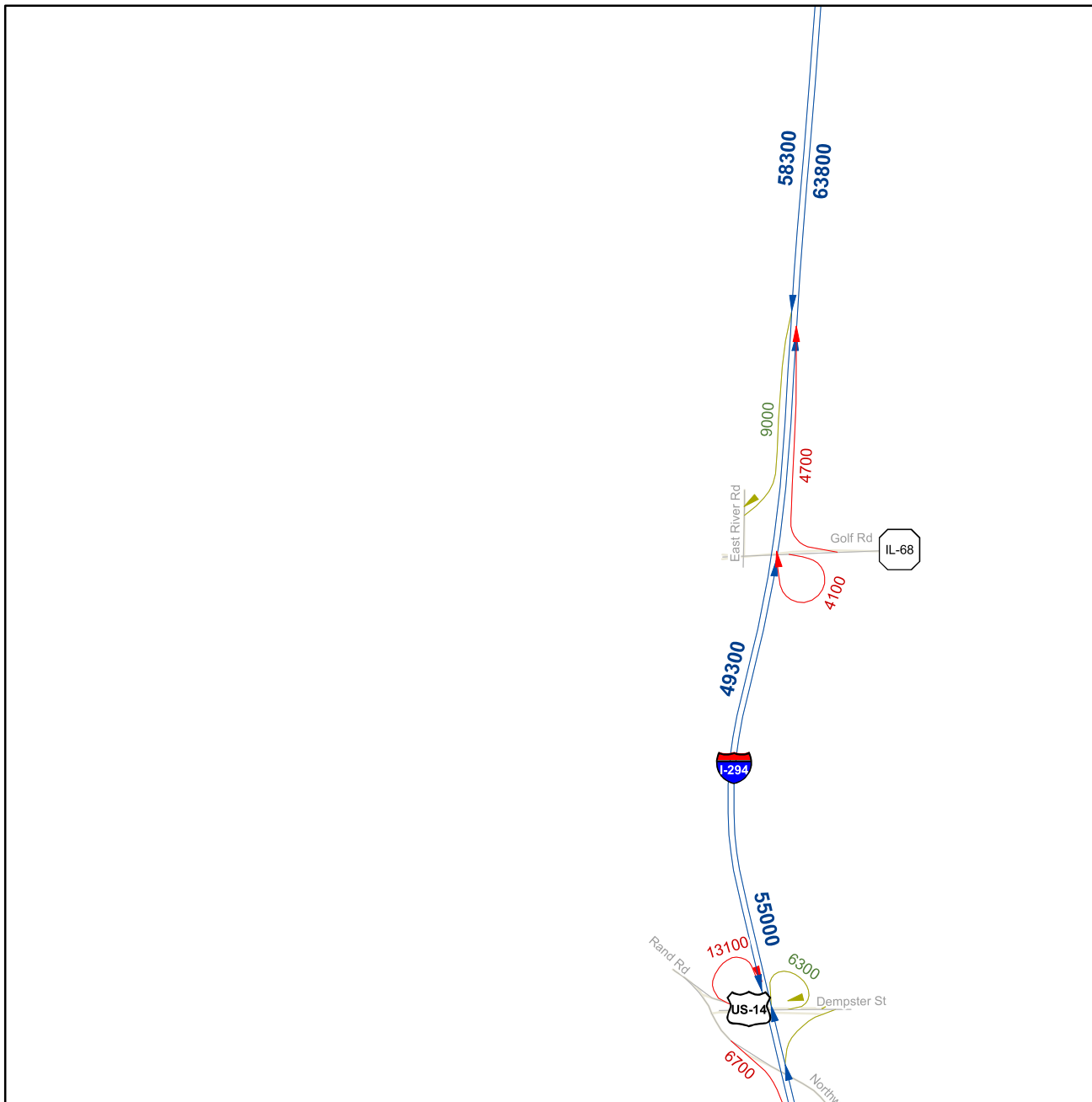


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

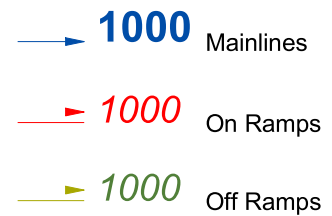


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @IL RTE
68 - GOLF RD**

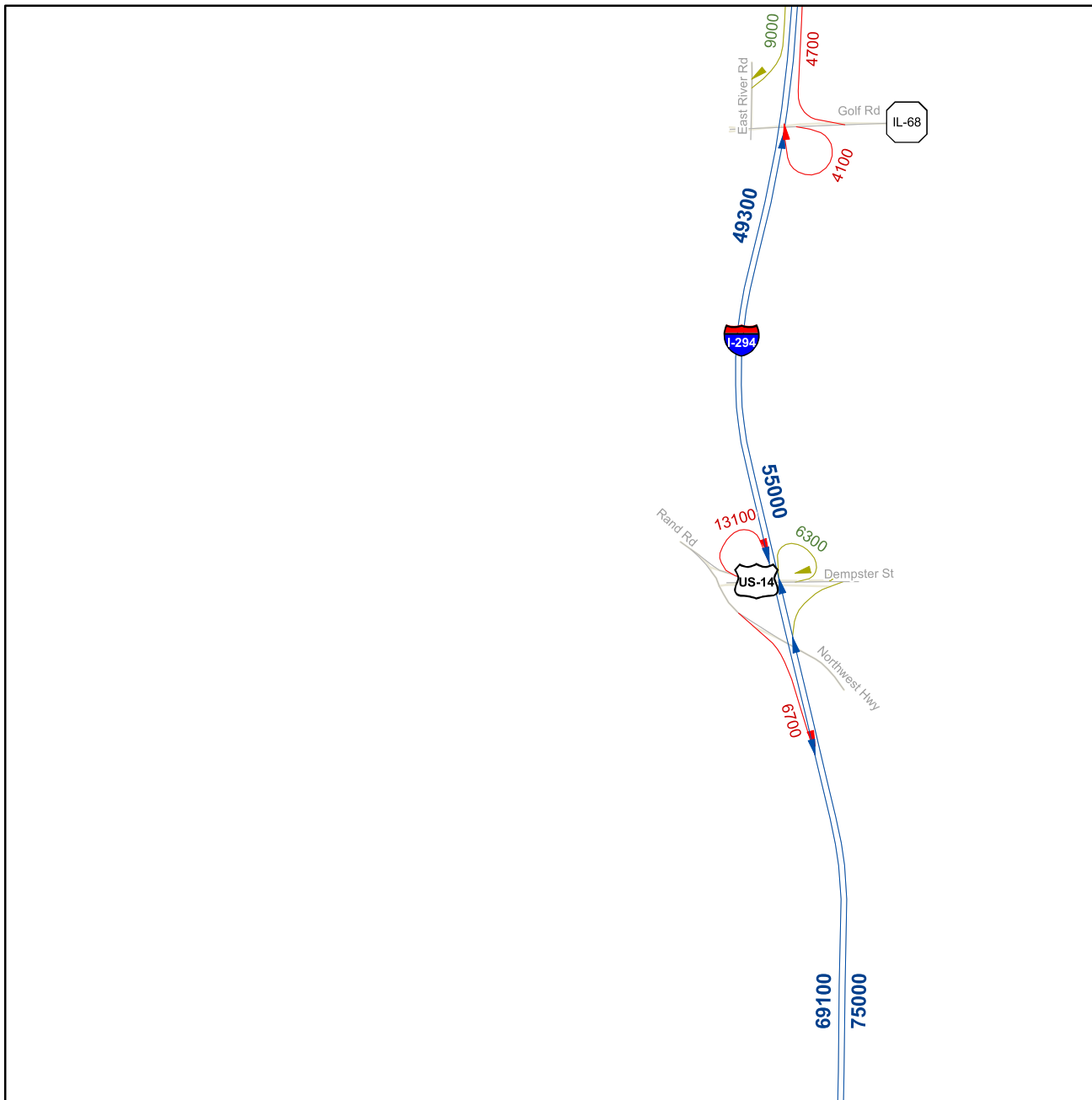


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

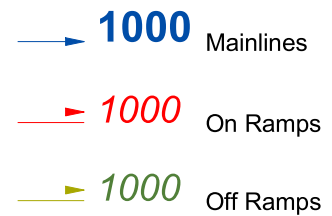
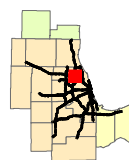
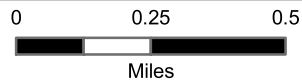


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ US RTE
14 - DEMPSTER ST -
RAND RD**

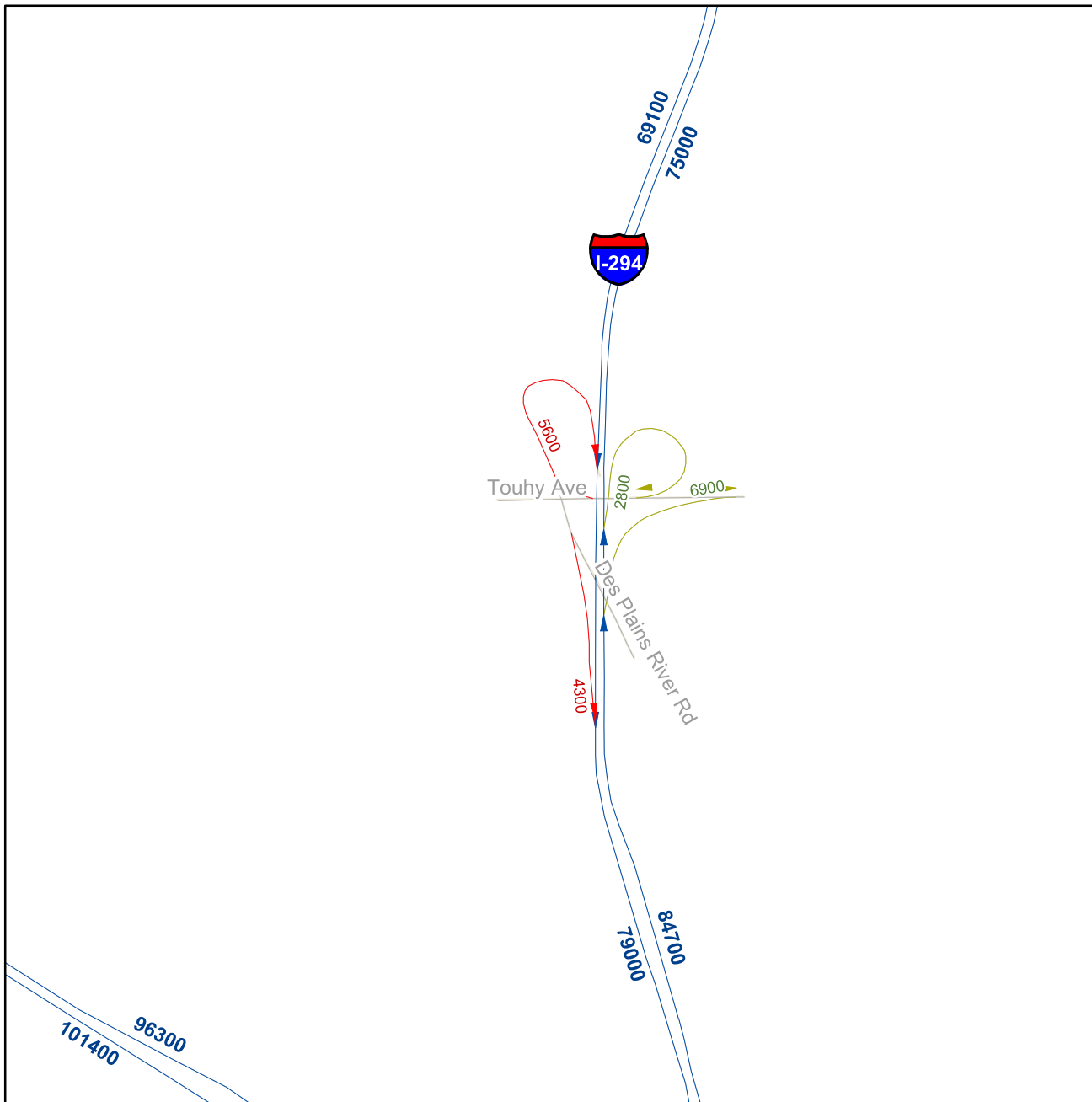


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

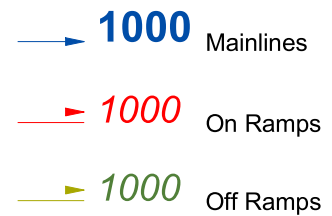
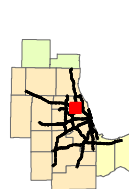
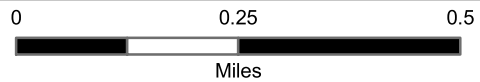


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ TOUHY
AVE - DES PLAINES
RIVER RD**

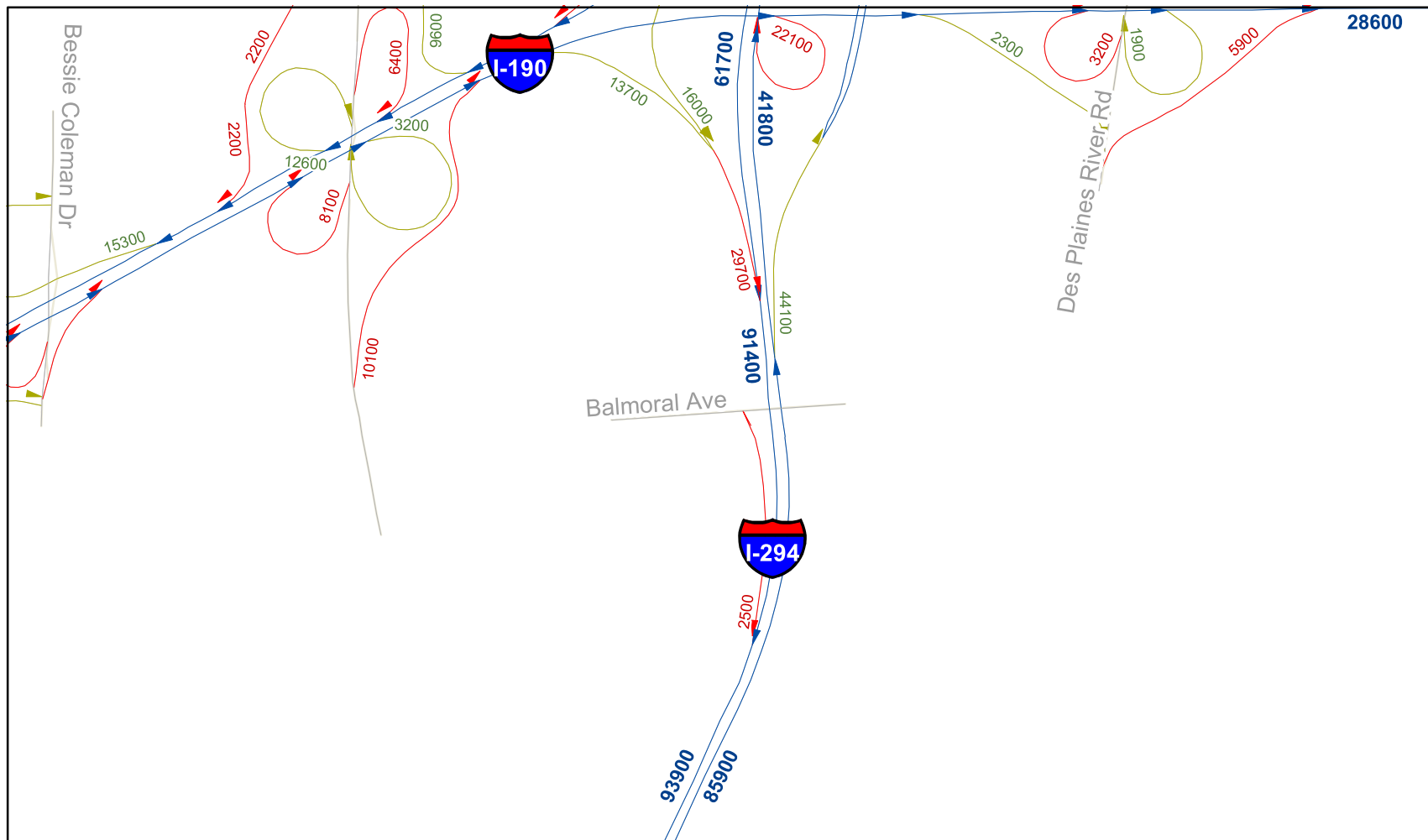


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

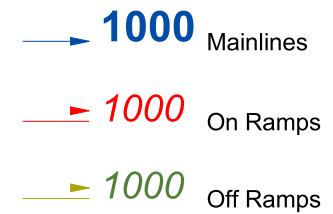
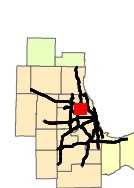


2001 AADT COUNTS

I-294 TRI-STATE TOLLWAY @ BALMORAL AVE

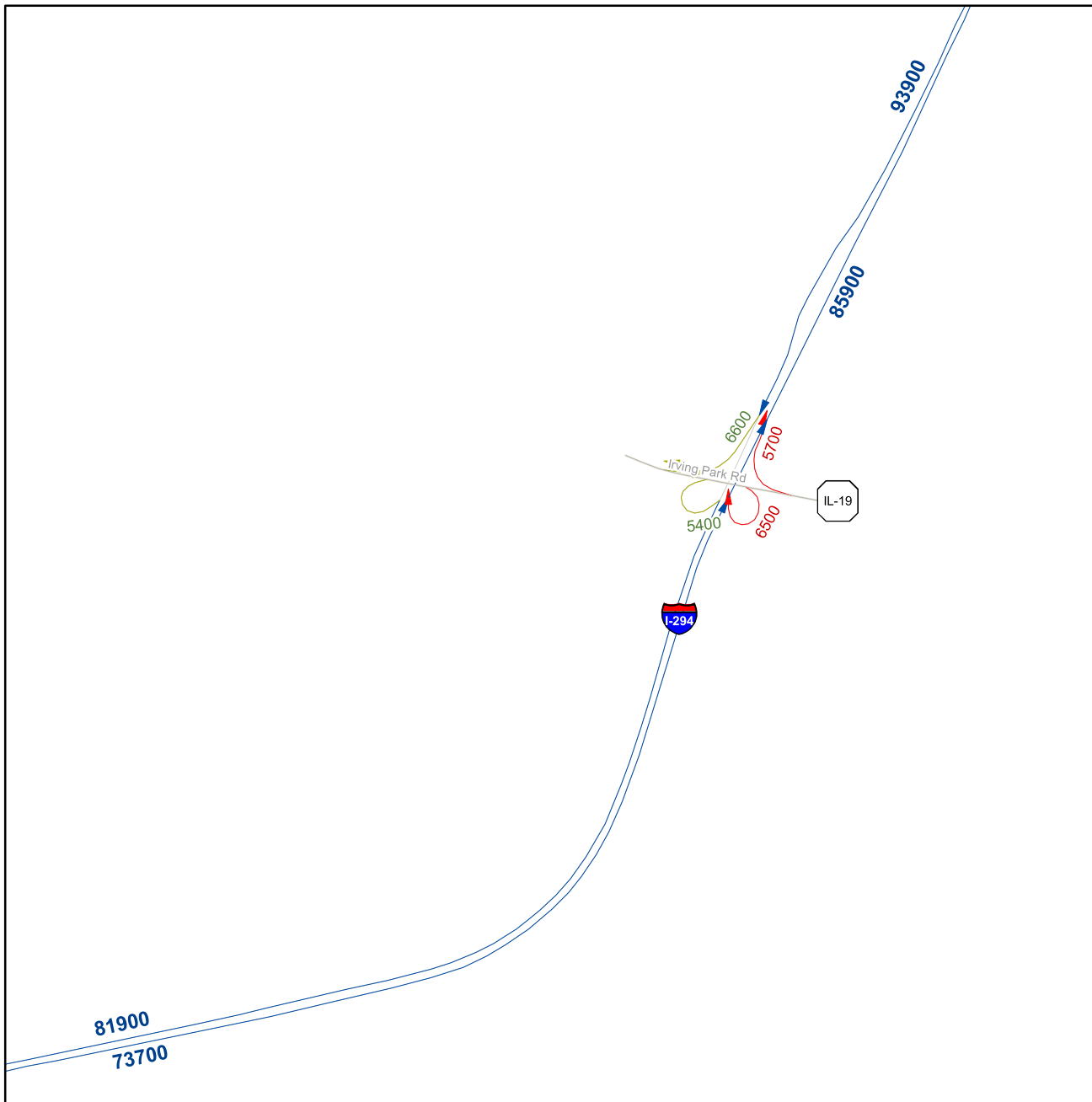


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

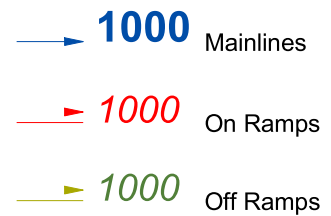
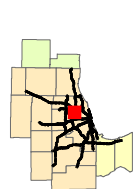
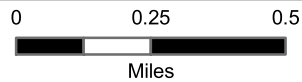


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @IL RTE
19 - IRVING PARK
RD**

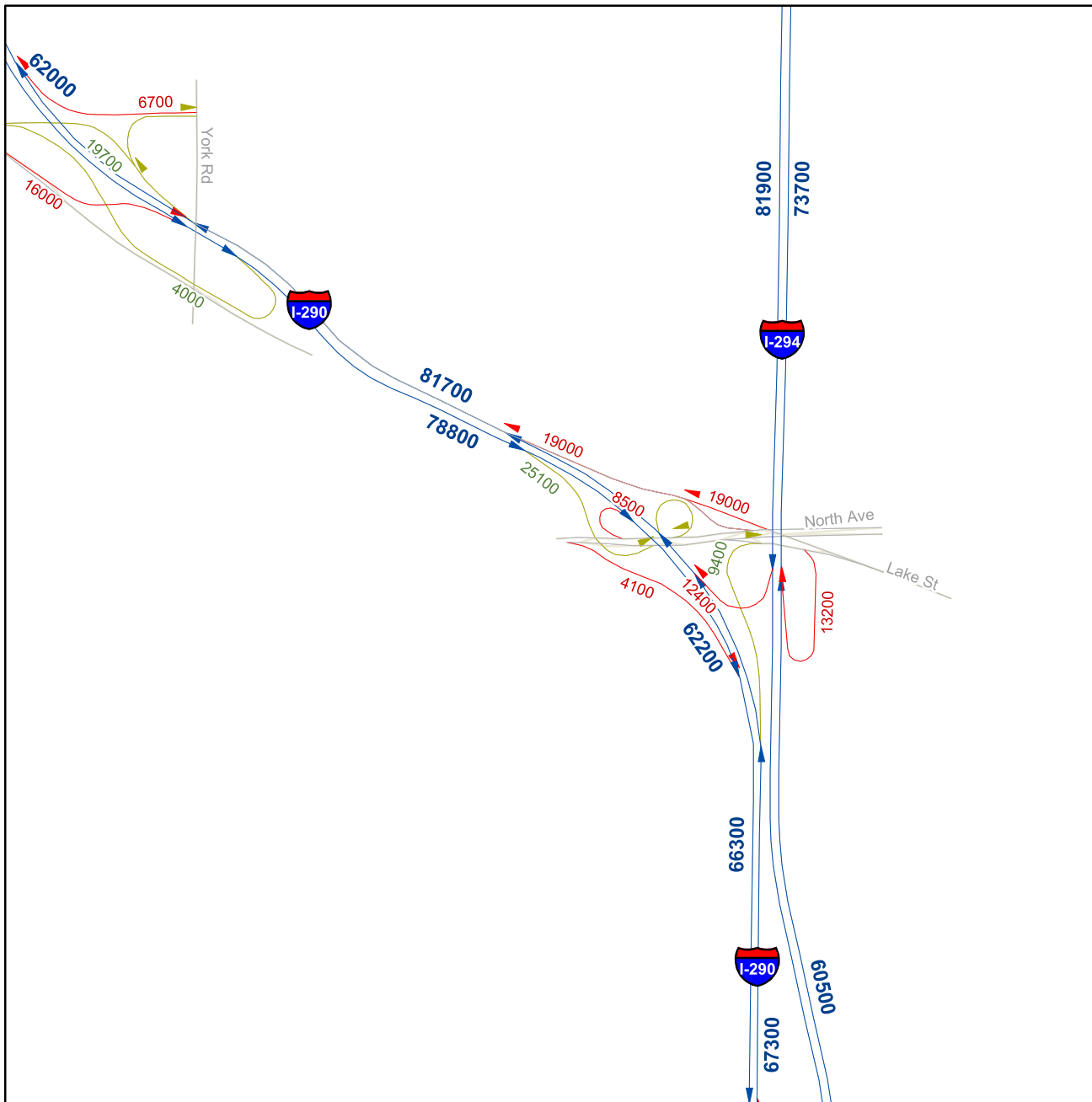


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

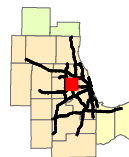
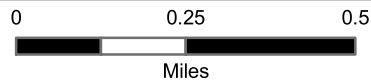


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ US 20 -
LAKE STREET**



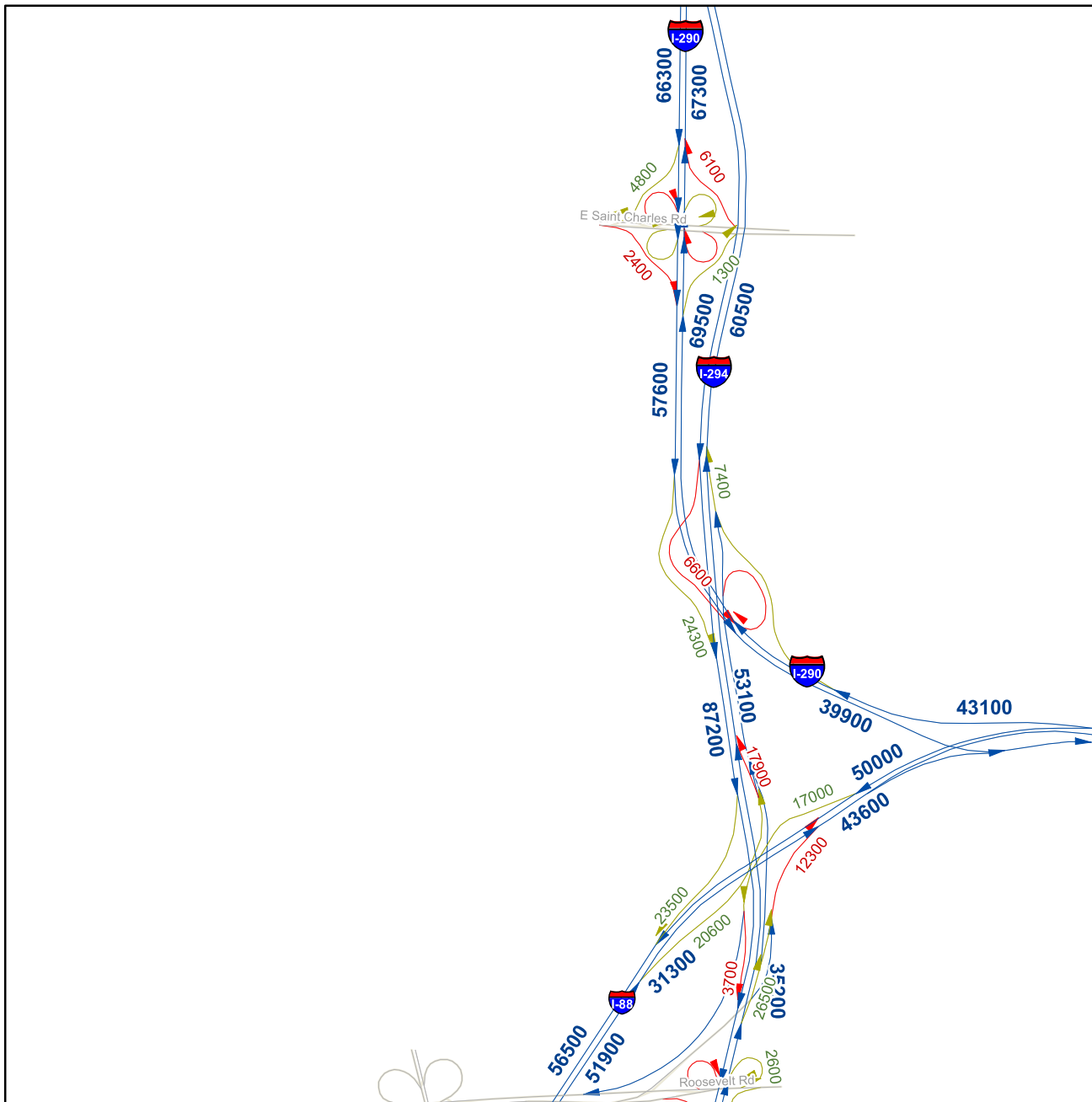
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

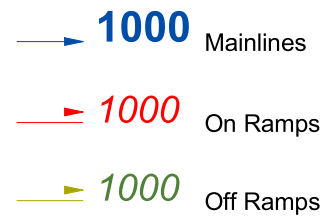
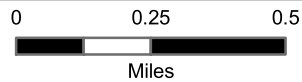


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ I-290 -
EISENHOWER EXPRESSWAY**

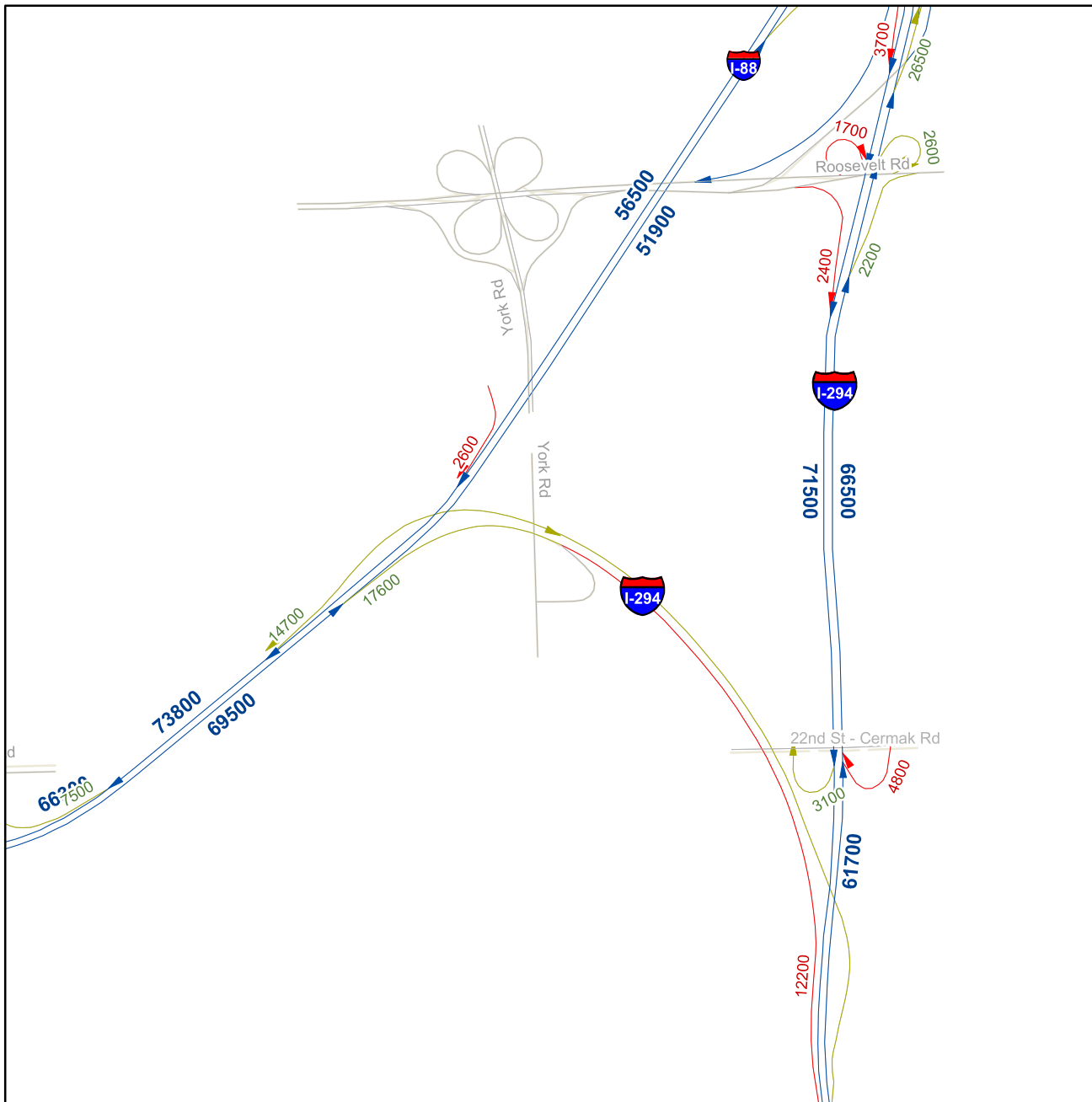


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

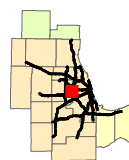
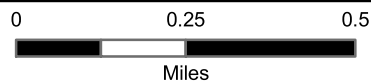


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY RAMPS @
YORK RD**

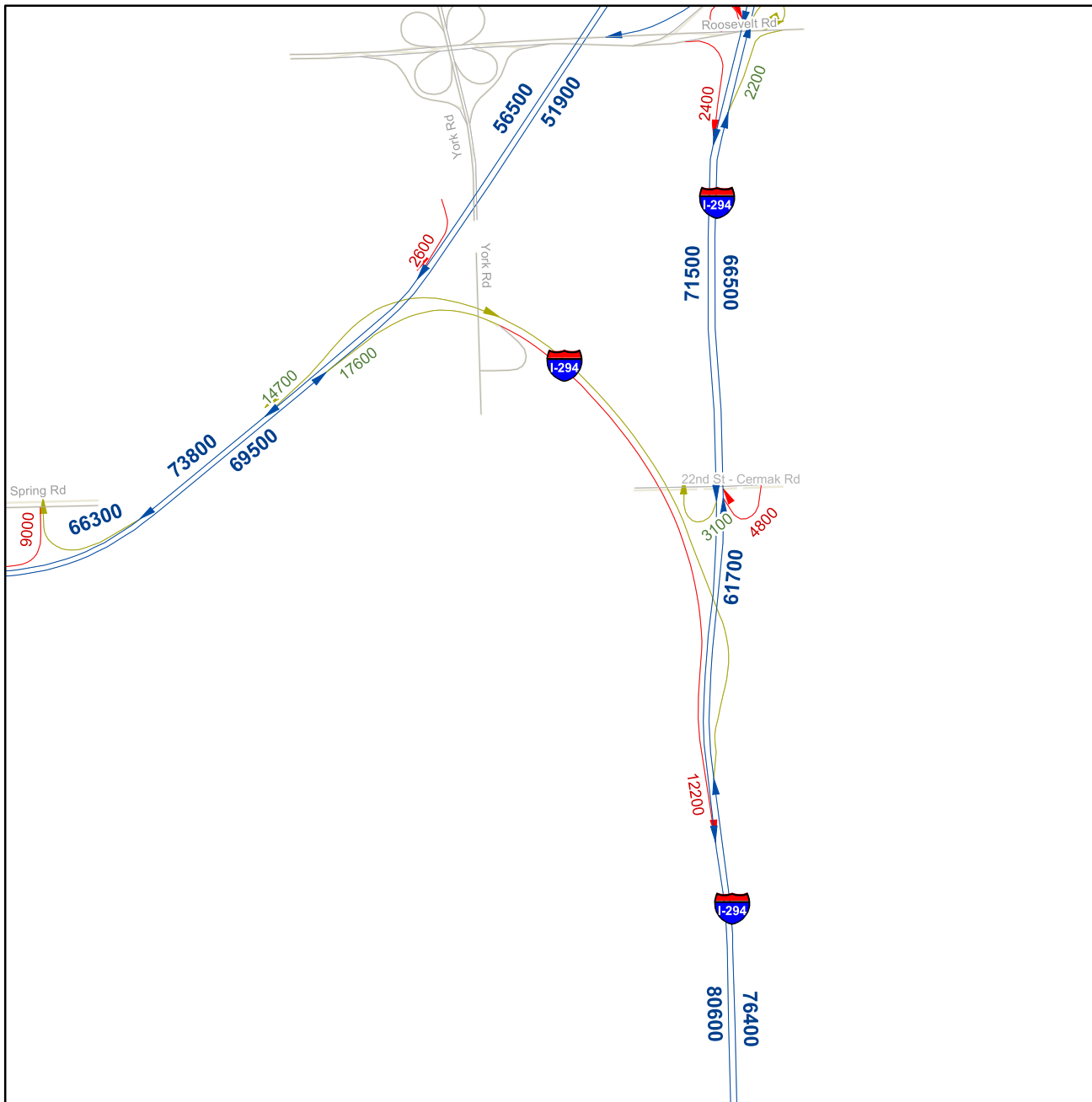


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

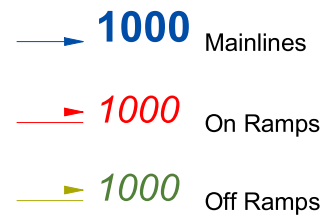
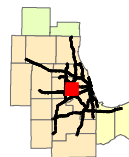


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ CERMAK
RD - 22ND ST**

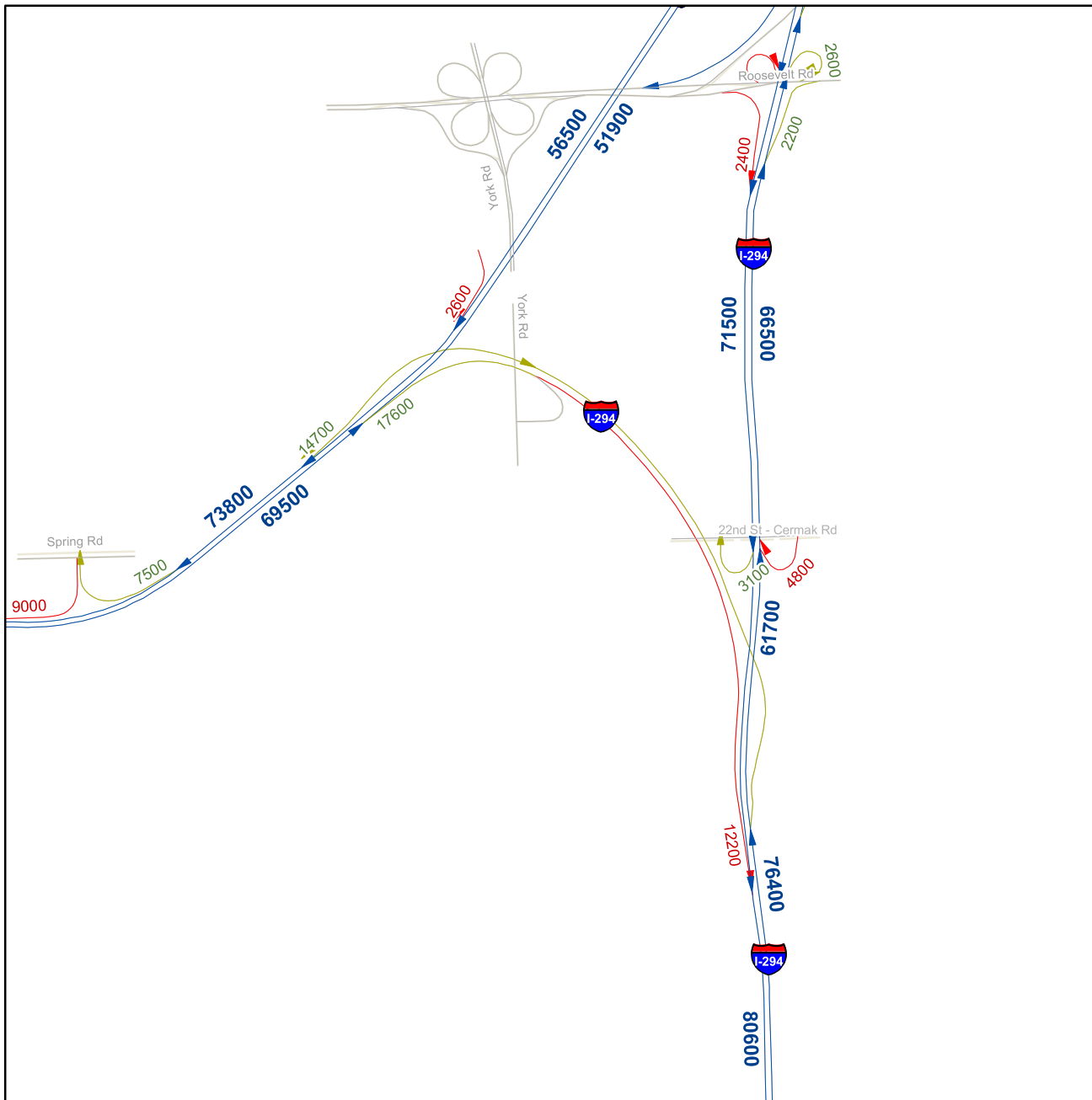


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

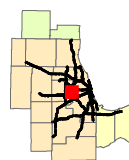
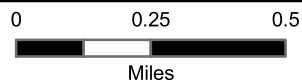


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ I-88 EAST-WEST
TOLLWAY**



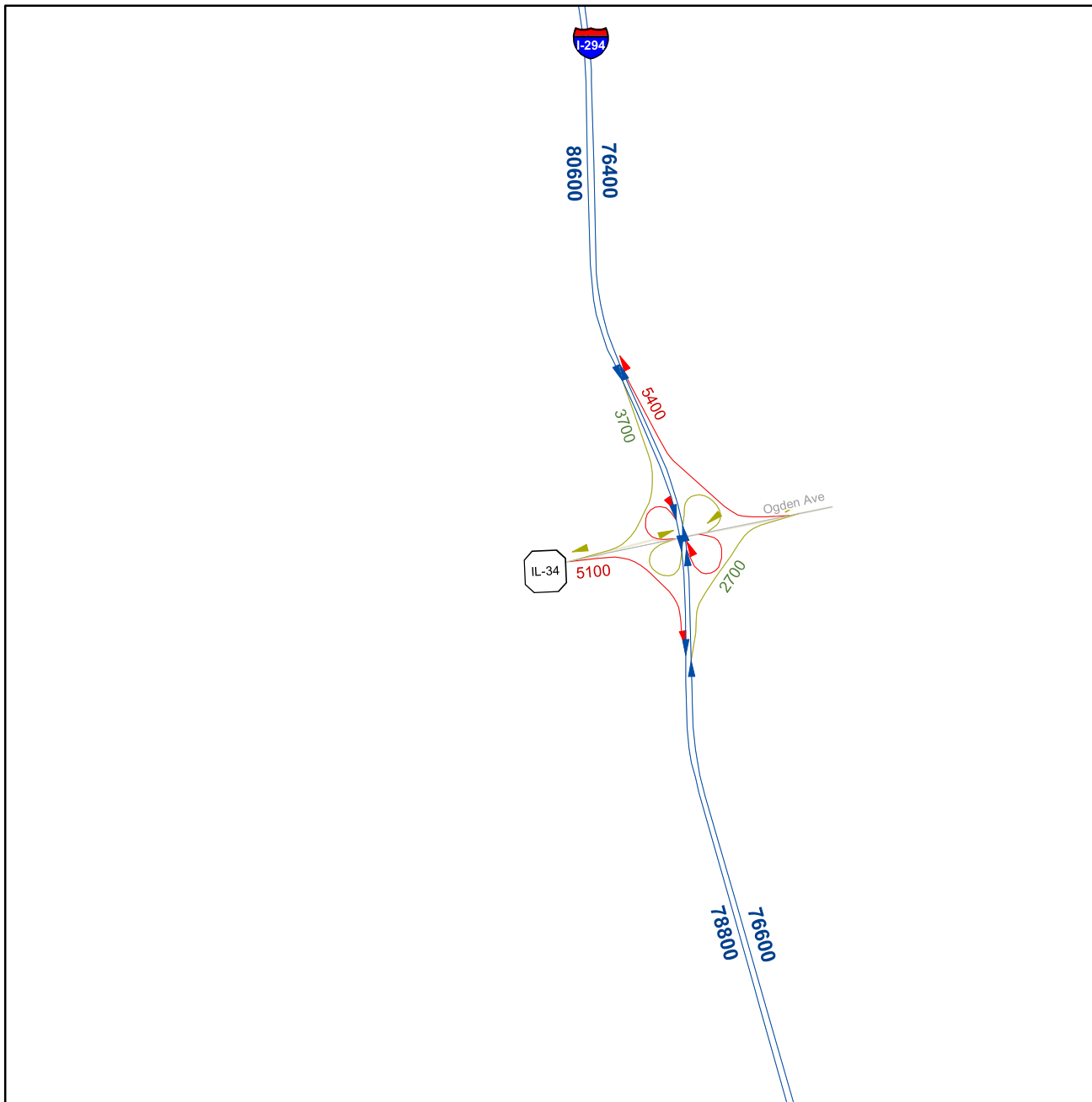
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

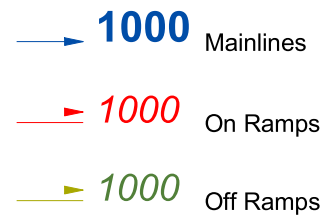
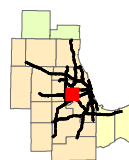
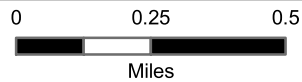


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ US RTE
34 - OGDEN AVE**

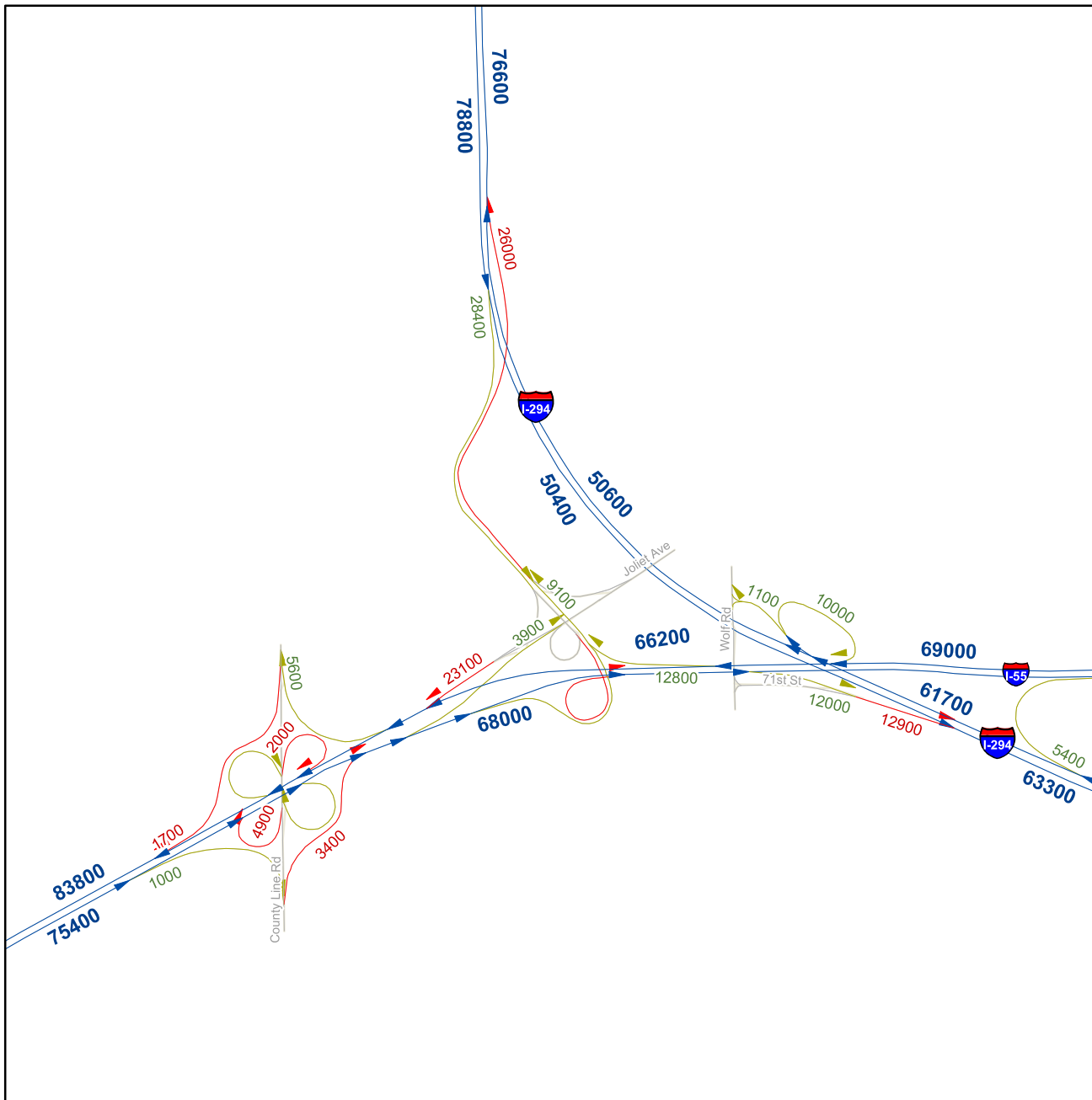


The Chicago Area Transportation Study



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
 IDOT, ISTHA,
 2002 Aerials Express

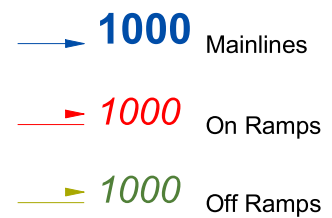
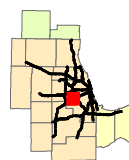
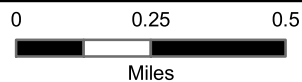


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ I-55 STEVENSON
EXPRESSWAY**

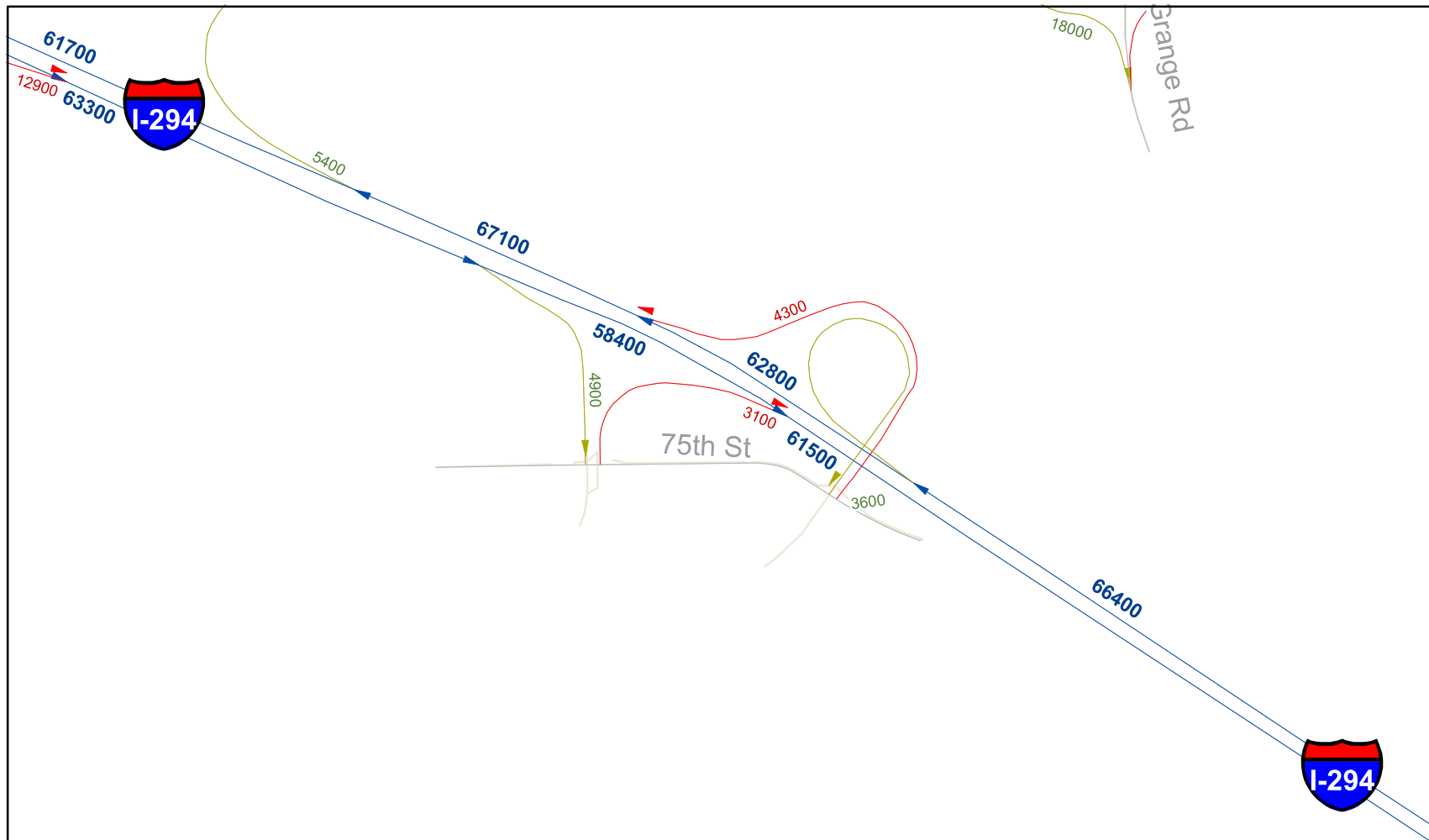


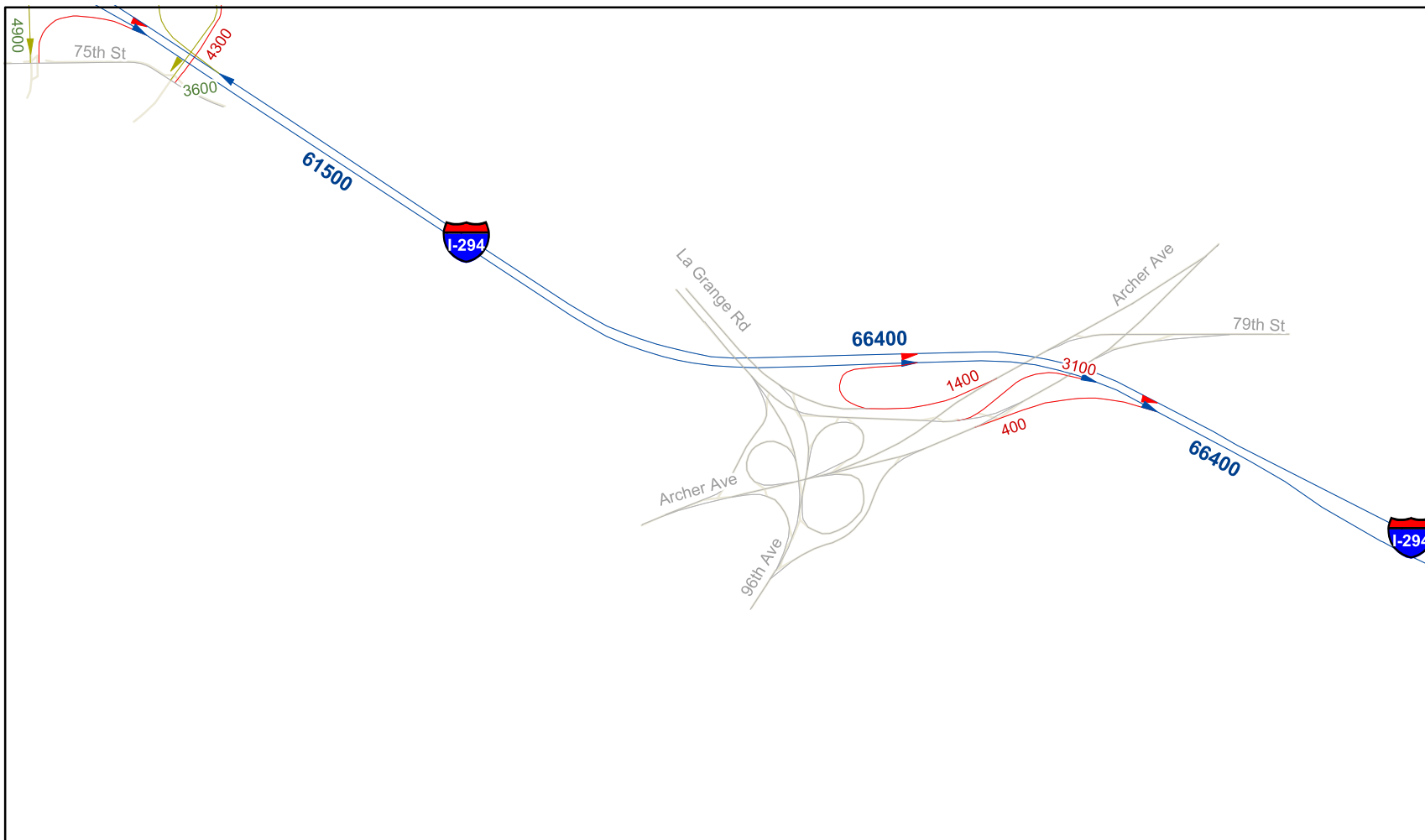
The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

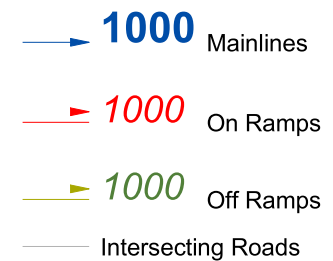
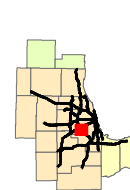
Sources:
IDOT, ISTHA,
2002 Aerials Express





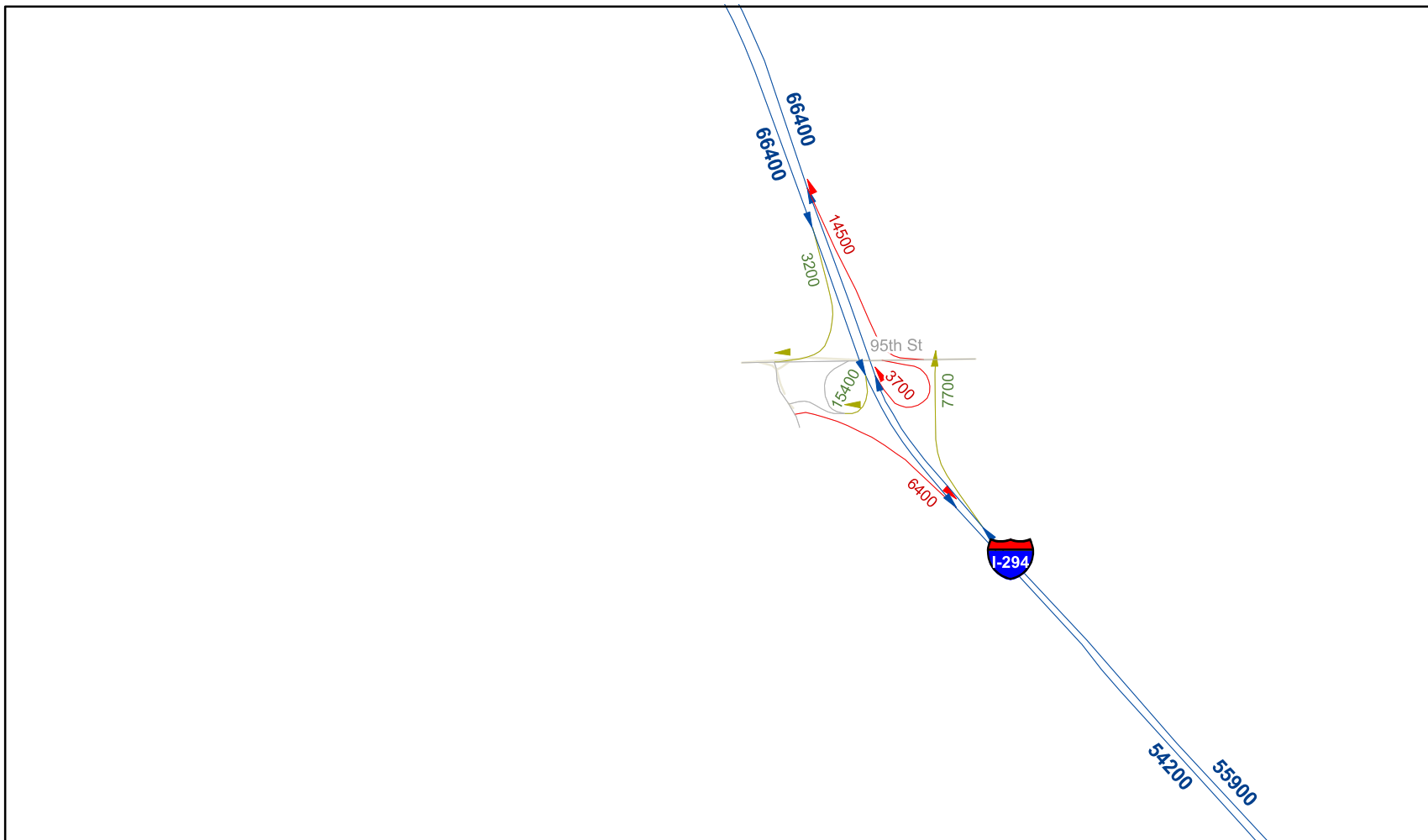
2001 AADT COUNTS

**I-294 TRI-STATE TOLLWAY @IL
RTE 171 - ARCHER AVE AND 79TH
ST**



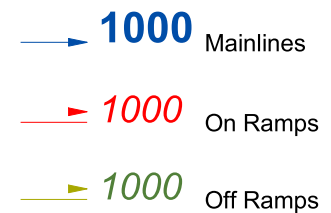
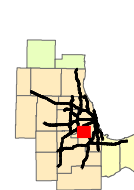
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express



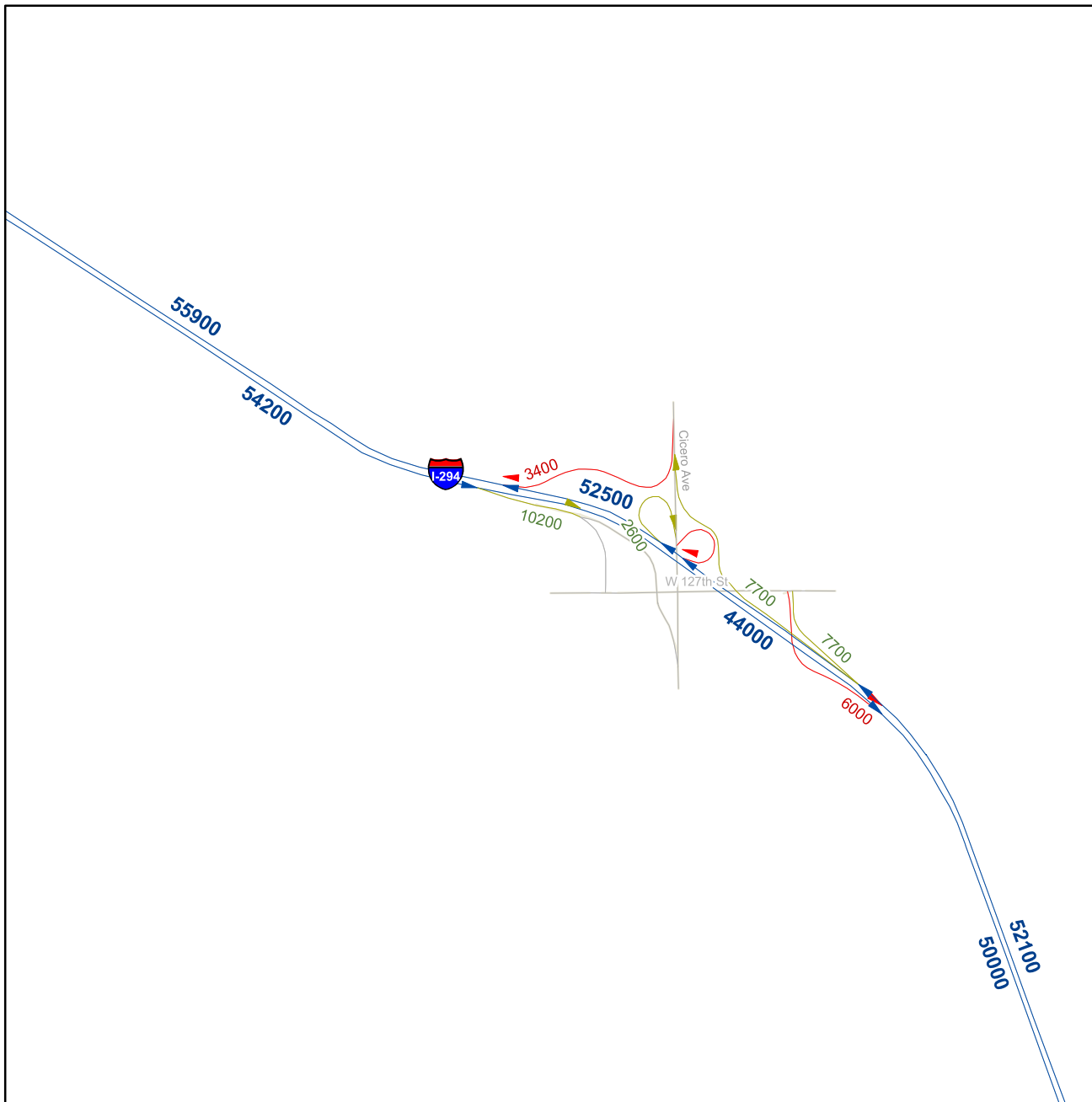
2001 AADT COUNTS

I-294 TRI-STATE TOLLWAY @ 95TH ST



PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

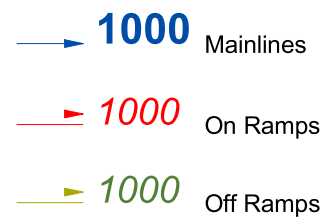
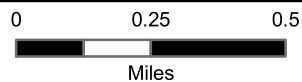


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY @ CICERO
AVE - 127TH ST**

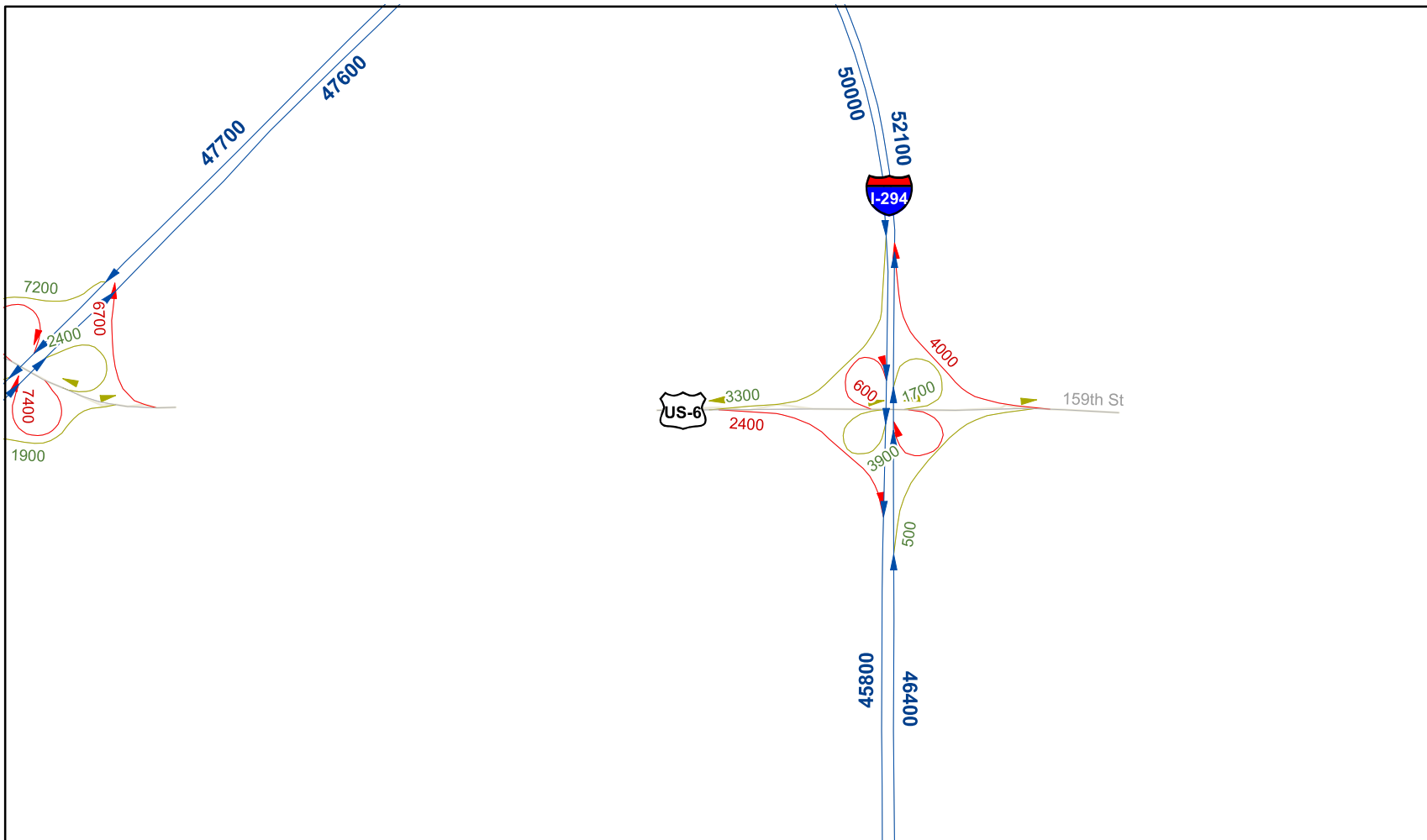


The Chicago Area Transportation Study



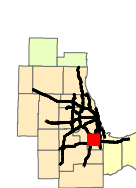
PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

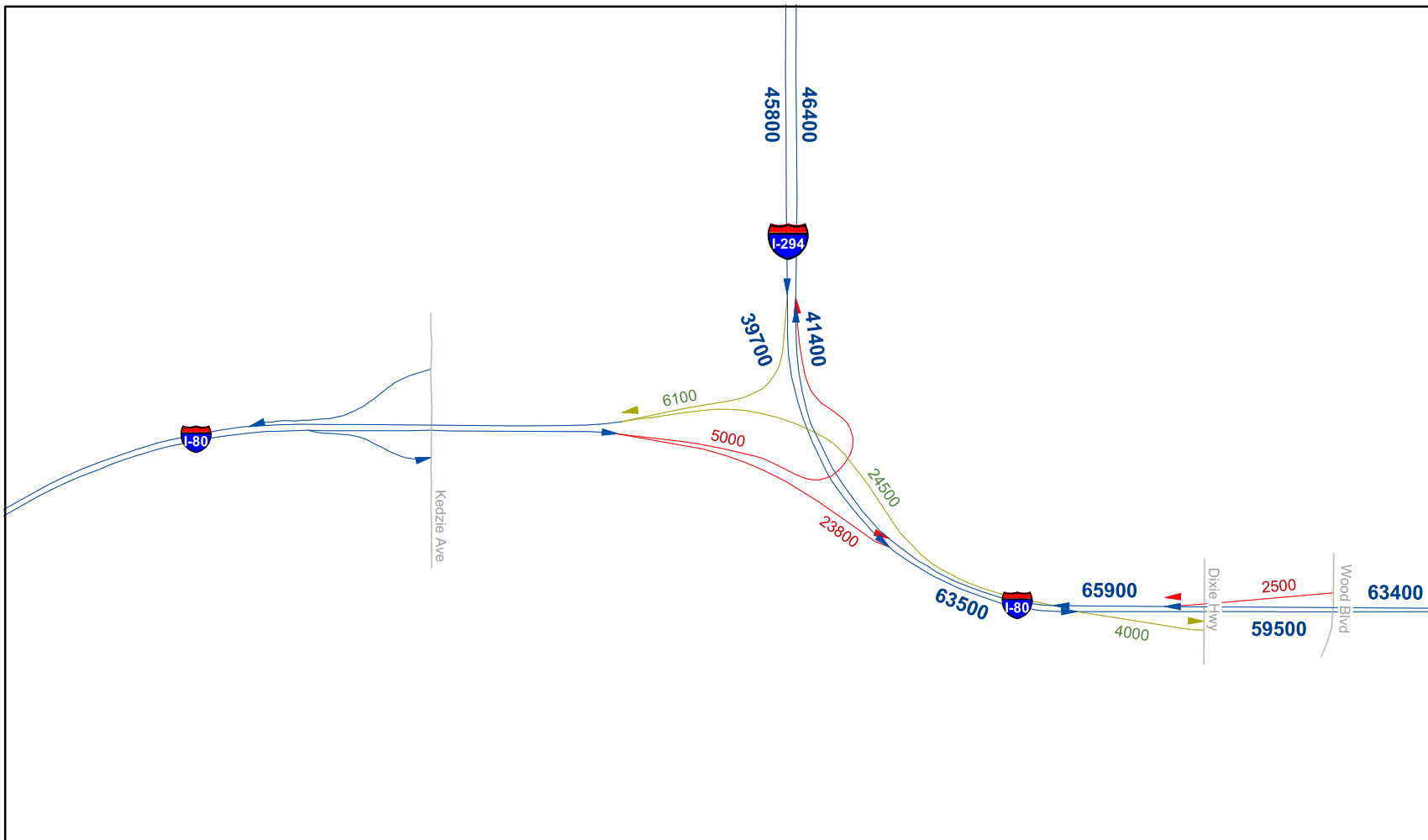
**I-294 TRI-STATE TOLLWAY @ US
RTE 6 - 159TH ST**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal Transverse Mercator-Zone 16
DATUM: North American Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

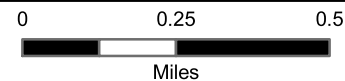


2001 AADT COUNTS

**I-294 TRI-STATE TOLLWAY AT
I-80 EXPRESSWAY**



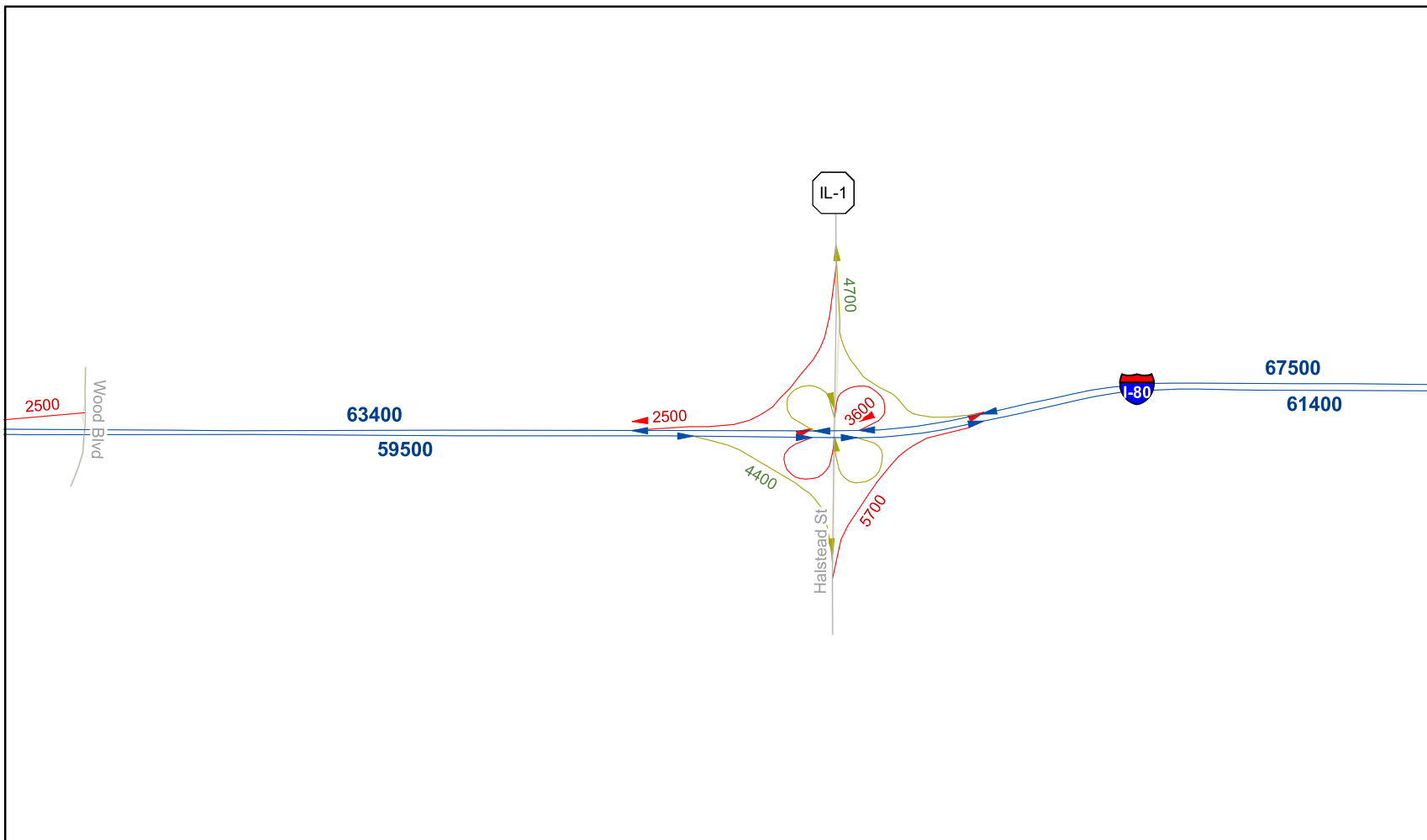
The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983





Sources:
IDOT, ISTHA,
2002 Aerials Express



2001 AADT COUNTS

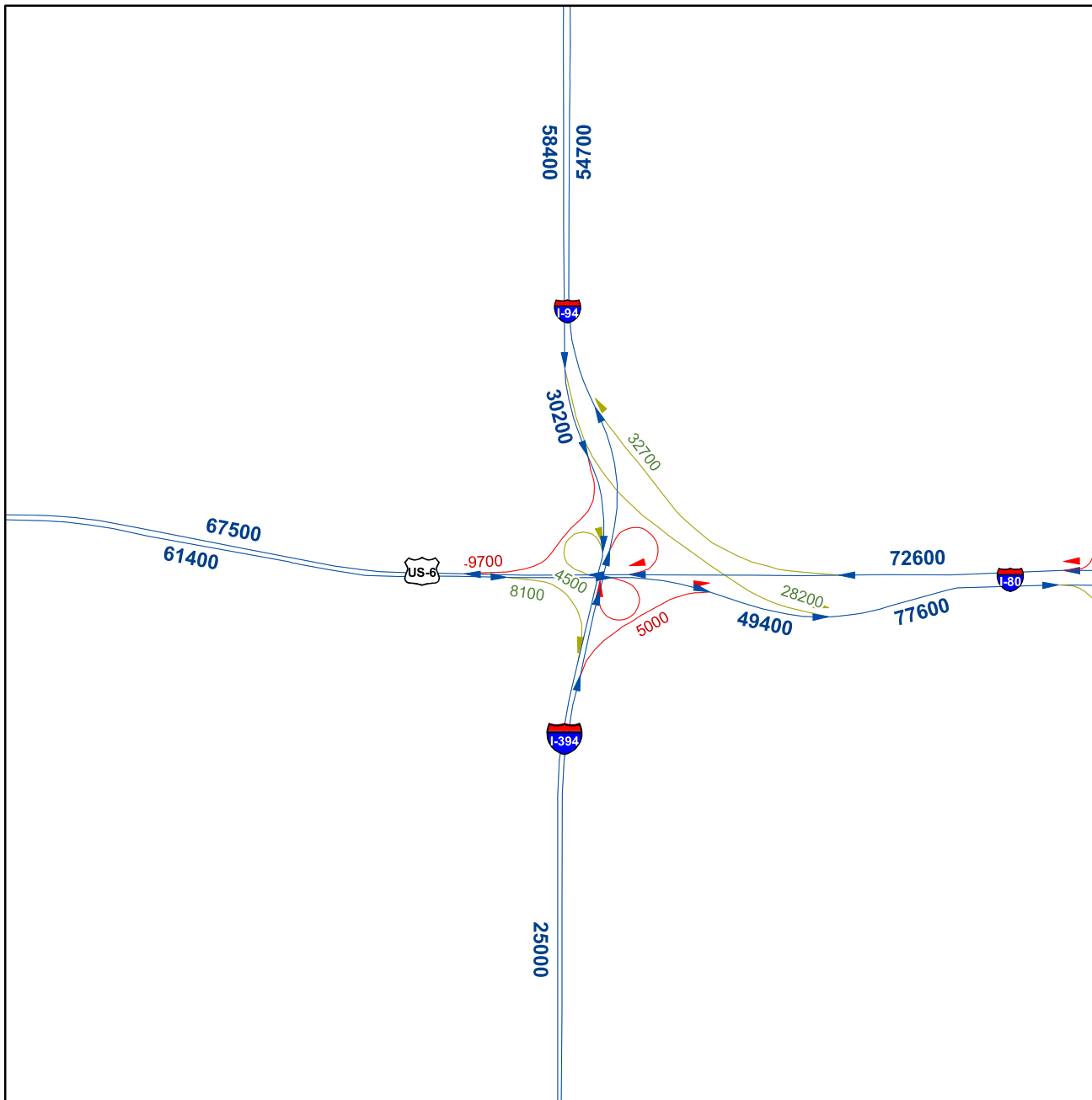
**I-294 TRI-STATE TOLLWAY AND
I-80 @ IL RTE 1 - HALSTED ST**



-  **1000** Mainlines
-  **1000** On Ramps
-  **1000** Off Ramps
-  Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

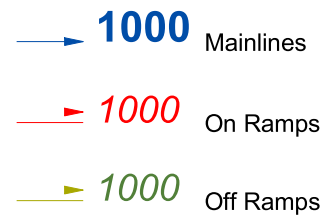


2001 AADT COUNTS

**I-294 TRI-STATE
TOLLWAY AND I-80
@ I-94 AND I-394
BISHOP FORD FREEWAY**

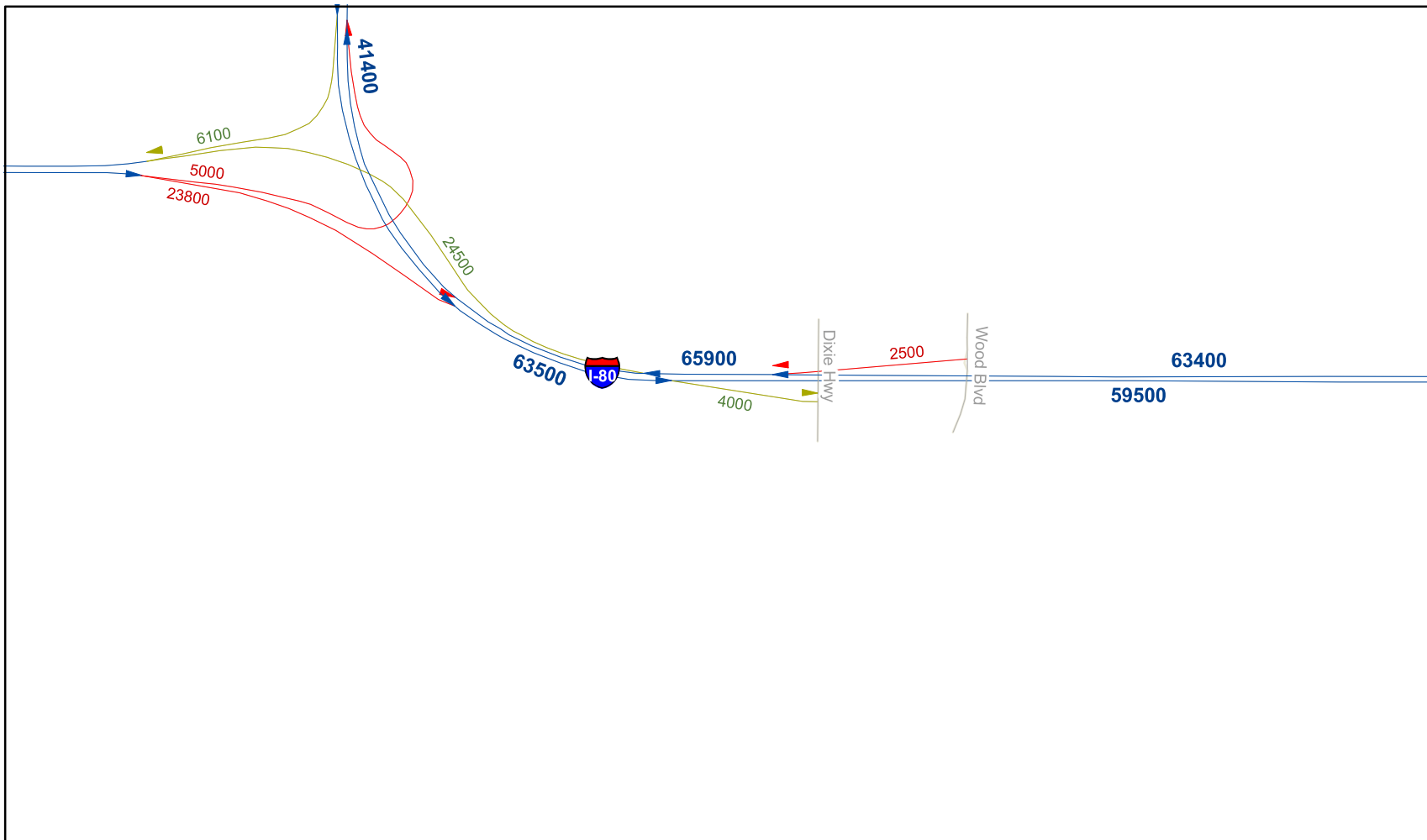


The Chicago Area Transportation Study



PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

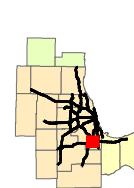
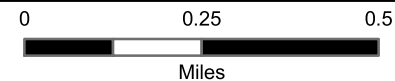


2001 AADT COUNTS

**I-294 TRI-STATE TOLLWAY AND
I-80 @ DIXIE HWY AND WOOD ST**



The Chicago Area Transportation Study



- **1000** Mainlines
- **1000** On Ramps
- **1000** Off Ramps
- Intersecting Roads

PROJECTION: Universal
Transverse Mercator-Zone 16
DATUM: North American
Datum 1983

Sources:
IDOT, ISTHA,
2002 Aerials Express

Index of Acronyms and Terms

When discussing traffic data there are a great many terms and acronyms that must be understood. In addition to the traffic-related terminology, the agencies involved also brought with them their own alphabet soup. Listed below are the terms and acronyms used in this report:

AADT Annual Average Daily Traffic: Often used in traffic forecasting and planning, the AADT is the total 24-hour (daily) volume passing a point or segment for one year divided by the number of days in the year. In addition, the AADT (along with other statistics) can be used to calculate factors that adjust volume counts due to season, day of the week, etc.

AADW Annual Average Days of the Week: Calculated from permanent counter data, the AADW is an average volume for a specific day of the week, for the period of one year. A year has seven AADWs (Sunday, Monday, I etc.), and each is found by taking the sum of the Monthly Average Days of the Week (MADWs) for a year divided by the number of occurrences for that year.

AAWDT Annual Average Weekday Traffic: A single volume, the AAWDT represents the estimate of typical traffic over the period of one year, for the days Monday through Friday. It is defined as the sum of all Monthly Average Weekday Traffic (MAWDT) for the year divided by the number of occurrences.

ADT Average Daily Traffic: The total traffic volume during a given time period (more than a day and less than a year) divided by the number of days in that time period.

BPDB Bureau of Programming Data Bank: Part of IDOT District 1 in Schaumburg, the BPDB is responsible for the collection and maintenance of traffic count data for the roads under IDOT 'S jurisdiction. Duties include conducting condition-rating surveys, maintaining the Highway Performance Monitoring System, and managing the Illinois Roadway Information System.

CATS Chicago Area Transportation Study: The Metropolitan Planning Organization (MPO) for northeastern Illinois. This public agency is responsible for transportation planning and programming in the greater Chicago metropolitan area.

CBD Central Business District: The CBD for northeastern Illinois is defined as the area of downtown Chicago. The actual CBD has many different boundaries. The intersection of State and Madison Street is traditionally recognized as its center point.

Count Station: A location on a facility where loop detectors are located. Loop detectors are electronic devices embedded in the pavement that collect traffic data.

FHWA Federal Highway Administration: Becoming a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act, it administers the highway transportation programs of the US Department of Transportation. The administration encompasses highway transportation in its broadest scope seeking to coordinate highways with other modes of transportation to achieve the most effective balance between transportation systems and facilities under a cohesive Federal transportation system.

IDOT Illinois Department of Transportation: An Illinois public agency, IDOT is responsible for the planning, coordination, construction, maintenance, and operation of the state's extensive transportation network.

ISTHA Illinois State Toll Highway Authority: Situated in Downers Grove, ISTHA conducts and maintains the Illinois Tollway system.

MADT Monthly Average Daily Traffic: A single volume, it is the estimate of mean traffic volume for a month. It is the sum of the Monthly Average Days of the Week (MADWs) divided by the number of occurrences during the month

MADW Monthly Average Day of the Week: Calculated from edited-accepted permanent counter data, it is an average volume for a specific day of the week, for the period of one month. Each month has seven MADWs (Sunday, Monday, etc.). An MADW is the sum of all traffic for that day of the week, divided by the number of occurrences of that day during the month.

MAWDT Monthly Average Weekday Traffic: A single monthly volume, it is defined as the five-day average of traffic for Monday through Friday. It is the sum of the MADWs for Monday through Friday for the month, divided by five.

MPO Metropolitan Planning Organization: Required by the 1973 Federal-Aid Highway Act, this group serves as an area's transportation decision-making body. In addition, citizen input and involvement are also mandated as part of the MPO process.

Northeastern Illinois Region: The area defined by several Illinois counties in the northeastern part of the state. The region is composed of Cook, DuPage, Kane, Lake, McHenry and Will counties, as well as the northeastern portion of Kendall County.

TSC Traffic System Center (IDOT): Located in Oak Park, this IDOT facility is the control center of the expressway network for the northeastern Illinois area.